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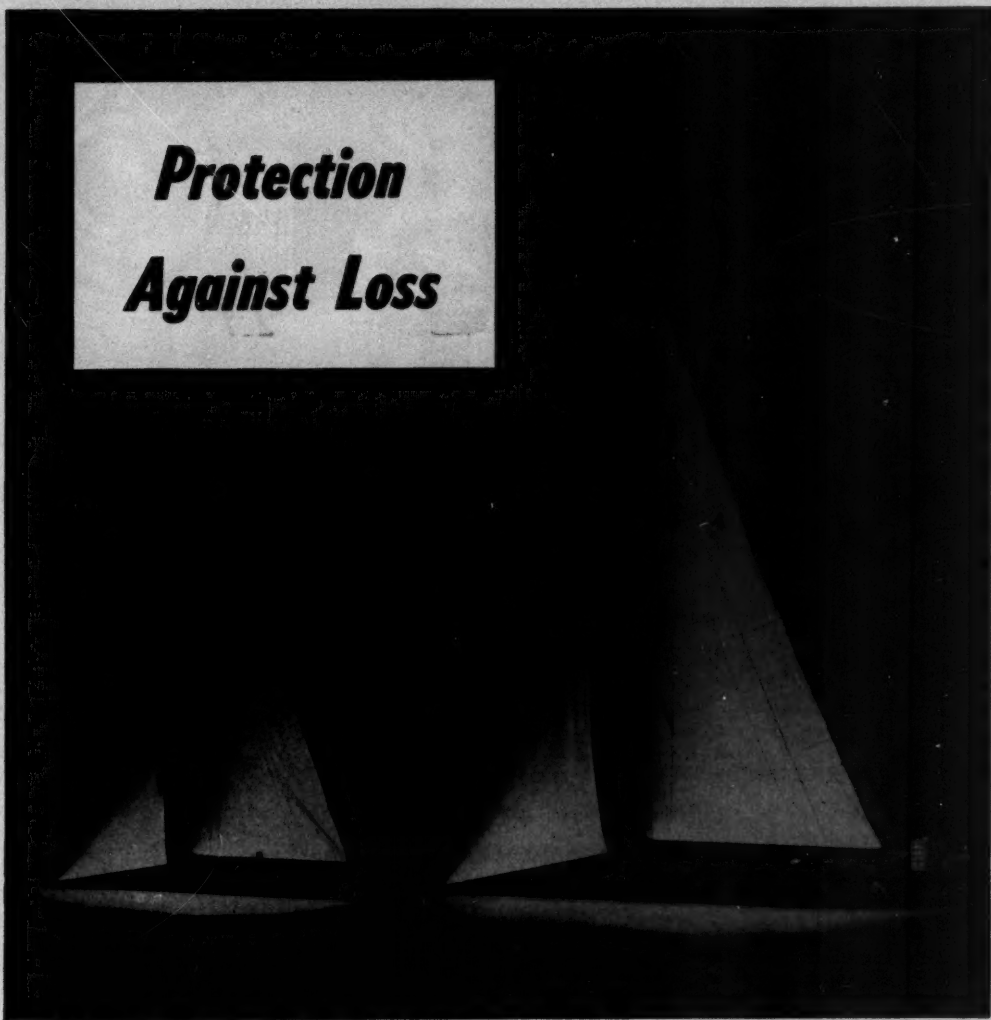
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SEA and PACIFIC MOTOR BOAT

JULY, 1952

Sea and Pacific Motor Boat



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—Photograph by Ed Reinell

Most boat owners resolve to cruise in the beautiful waters of the Pacific Northwest—sometime. This could be you on the day when you carry out that resolution. Actually it is Nick Reinell, boat builder of Marysville, Washington, and his *Nix Joy III*, 28-ft. cruiser, plans of which appeared in *Pacific Motor Boat* for March, 1952.

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SCIENTIFIC HANDICAPPING

FOR several months the Race Committee of the Transpacific Yacht Club (the organization that handles the Honolulu Race) has been studying the method of handicapping. It finally became apparent that if any changes are to be made, they should be in the Time Allowance Tables. When these were originally prepared many years ago, the assumption was made that races always include windward work, reaching and running. Over the years they have worked well because this assumption was generally correct. But the Honolulu Race is almost entirely reaching and running.

When the Race Committee reached this point in its thinking, it appealed to some professors, graduate students and students at Caltech to work out a scientific method of preparing new Time Allowance Tables especially for the Honolulu Race. These people have made an exhaustive study of the three races held since the war, in 1947, 1949 and 1951. It soon became apparent that the results of the 1947 race were too erratic to be considered. Curves, graphs and analysis of the races of 1949 and 1951 followed.

One conclusion has been reached to date: That a maximum time allowance must be fixed. For instance, the fastest elapsed time ever made in the race is 10 days, 10 hours, 13 minutes, 19 seconds. Any time allowance that would give a contender a corrected time less than that is now considered unrealistic. Starting with this assumption, a theoretical Time Allowance Table has been constructed and applied to the last two races. If it had been used in the 1951 race, the *Sea Witch*, the actual winner, would still have been first, but by 3 minutes instead of about 4½ hours over the second boat. Furthermore, the first ten boats in 1951 would have had a spread of only 7 hours, instead of 1 day, 4 hours.

Despite these seemingly excellent results, the Caltech people are not making any recommendations—yet. They wish to continue their studies for some time. They are now devising tests of both method and procedure, tackling the problem meantime from several additional points of view. It will probably be several months before a decision is reached. When it is we shall try to secure an authoritative analysis of it for you.

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SEE CHRIS-CRAFT . . . Page 7 . . .

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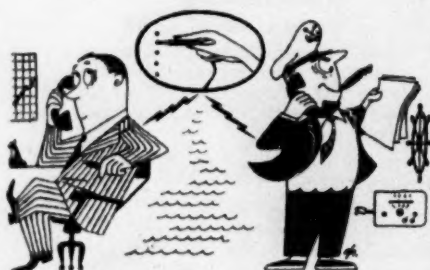
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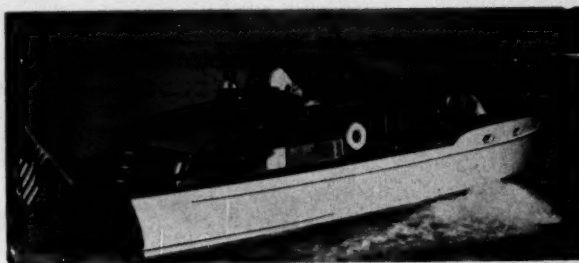
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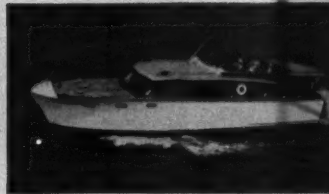
25-ft. Enclosed Cruiser



31-ft. Super Express Cruiser



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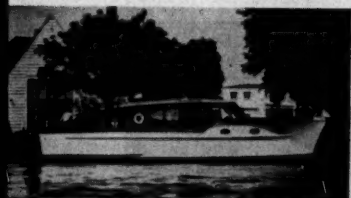


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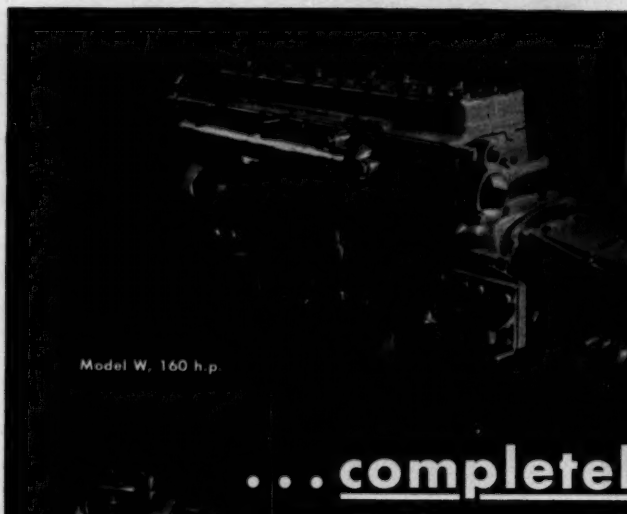
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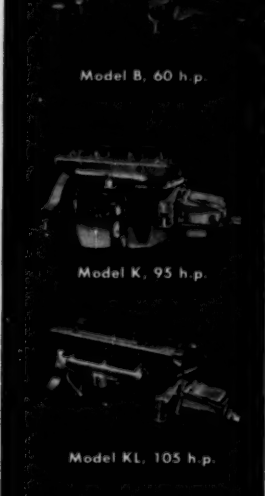
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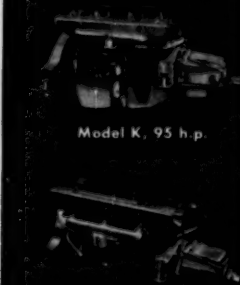


Model W, 160 h.p.

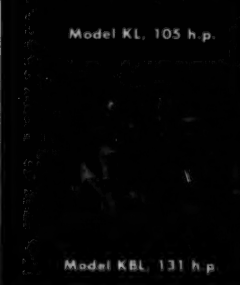
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JULY, 1952

SEA and PACIFIC MOTOR BOAT

BAY AREA ANGLING

Saving Fish Caught in Large Intake Pipes

By ED NEAL

THE delta country, or rather delta waters at the confluence of the Sacramento and San Joaquin Rivers, perennially offer some of the finest striped bass fishing in the Bay Region.

And unbeknown to most fishermen, one of the biggest threats to continuance of this fine sport quietly is being removed.

Last year the Pacific Gas and Electric Company constructed its mammoth Contra Costa steam plant, 2½ miles east of Antioch on the San Joaquin River. Operating plans

called for utilization of about 400 million gallons of San Joaquin water daily to condense the steam driving the three giant turbo-generators.

That was all well and good until the engineers suddenly discovered that immense quantities of game fish—principally striped bass and salmon—were certain to be sucked into the huge 12-foot intake pipes.

With characteristic thoroughness, the P. G. & E. put some of the state's best engineering talent to work on the problem, the solving of which is certain to benefit conservation throughout the country. While hundreds of industrial plants are located along United States waterways, for some reason they've ignored a problem common to all.

They call it the \$64,000 question. That's what the P. G. & E. had spent on the problem as this was written. It's an intricate problem, something far different than the ordinary diversion. For one thing almost the entire baby striped bass population is concentrated in the delta between Martinez and Stockton.

State Biologist Alex Calhoun figures almost every baby bass is brought past the twin intake pipes by tidal action. And at the same time thousands of young downstream salmon from the San Joaquin and all its tributaries stream past the intake pipes.

The problem was tossed in the laps of three engineers: Henry Lutge, P. G. & E's chief of civil engineering; Fred Mautz, a co-worker, and Jack Kerr, engineer from the Bechtel Corp.

They started from scratch. No measure was too difficult to attempt. They went so far so fast that engineers from the U. S. Bureau of Reclamation have been almost daily visitors at the Antioch plant. The federal boys have their worries, too, at the Tracy pumping plant for the Delta-Mendota Canal. But then that's another story.

All told, 18 plans have been tried. It appears now the solution is near, although some months may be required to work out details. Heart of the problem is the screen well, located at the end of the 400-foot intake pipes.

Here four traveling screens, rotating continuously, stop both debris and fish. But that only answers part of the question. The well stops the fish, but the fish must be rescued from the big "hole"—30 feet wide and 23 feet deep.

So a pump collector siphons out the baby fish, while a mechanical dip-netter handles larger fish trapped in the forward end of the well. Big fish are diverted from the intake pipes at the mouths by an electronic screen.

In the first five months of operation the engineers report their equipment rescued 319,000 fish, of which 192,000 were striped bass. At first fish survival amounted to only 25 per cent. Now it's been boosted to 95 per cent. Engineer Kerr sets their goal at 98 per cent survival.

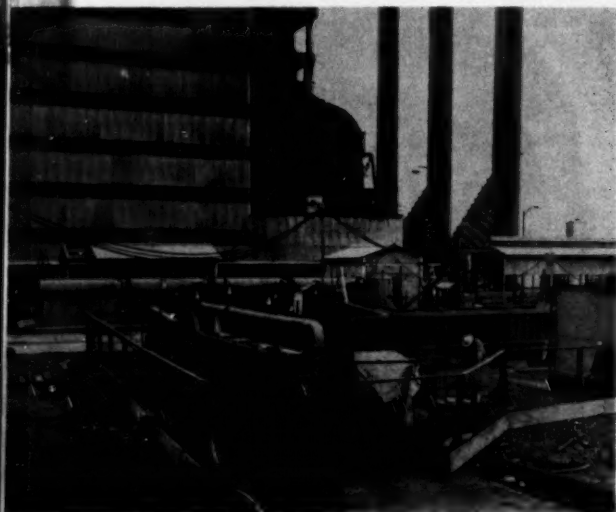
While stripers and salmon primarily are affected, all told some 30 species of fish have been trapped. These number a wide variety of fish including shad, catfish, smelt, carp, sturgeon, perch and flounders.

Hefiest fish trapped was a 45-inch sturgeon, now an "inmate" at San Francisco's Steinhart Aquarium in Golden Gate Park.



Les Thompson, left, and Frank Nevis install one of the traveling screens that prevent fish from going through the plant's cooling system. The screen is 11 feet wide.

Below: An overall picture of the intricate devices at the Pacific Gas & Electric Co.'s new Antioch steam plant to save fish from going through the turbines. Fence in foreground encloses the experimental tanks and allied operations. Directly behind the fence is a battery of five traveling screens.





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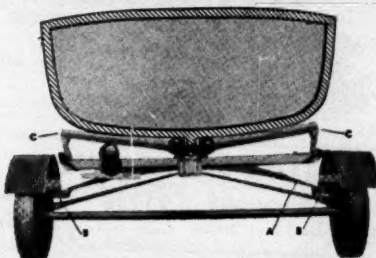
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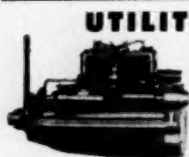
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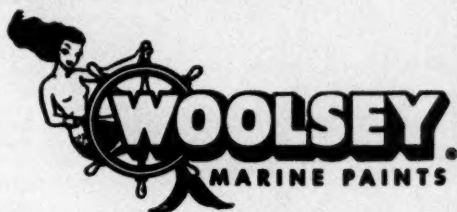
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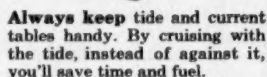
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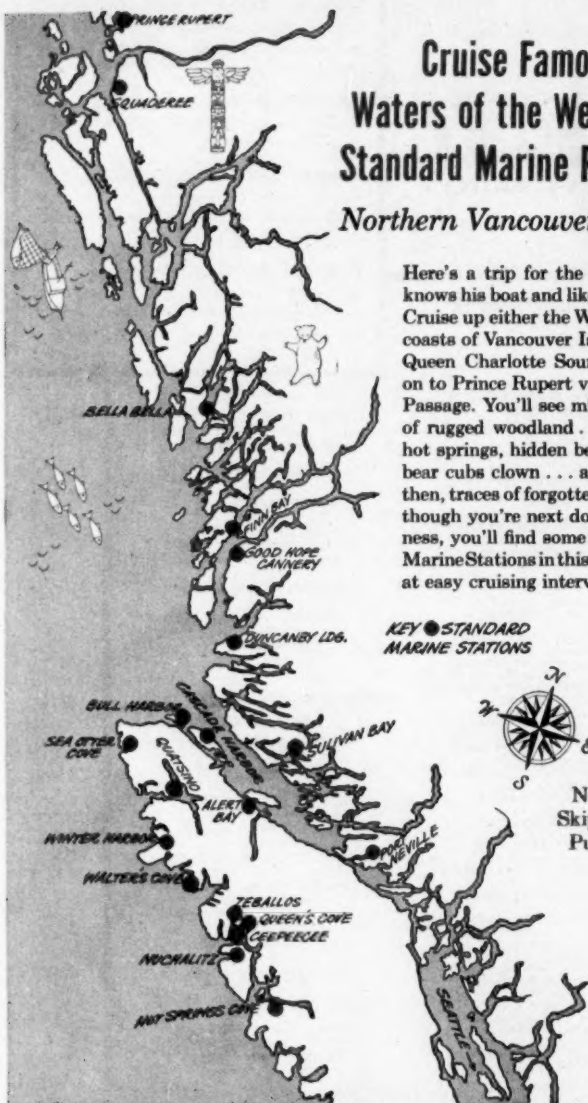


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I WAITED FOR MY STEPHENS

says Henry W. Bowman

Commodore, Stockton Yacht Club
Production Manager, Chase Chevrolet Co.
Stockton, California

"Couldn't afford a Stephens, at the beginning. But it was always my ambition—and now I've got the 30-footer I wanted. And it's everything I hoped it would be!"

"Construction is what makes Stephens boats better," says Commodore Bowman. "For instance, the frame goes all the way under the floor timbers, making a solid unit, sheer to sheer. And Stephens uses laminated oak for stems. Eliminates cracking and checking. Stephens are heavier, too."

"The Stephens just can't be compared to any other boat of its size, it's so far superior in construction." And this from a man who went to sea for ten years!

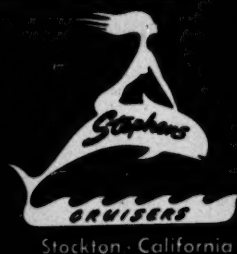
"I'd wait again to get a Stephens, if necessary."

says
Henry W. Bowman

"Isn't she a beauty? Fast, too. We've placed nicely in tough over-the-bottom-races."

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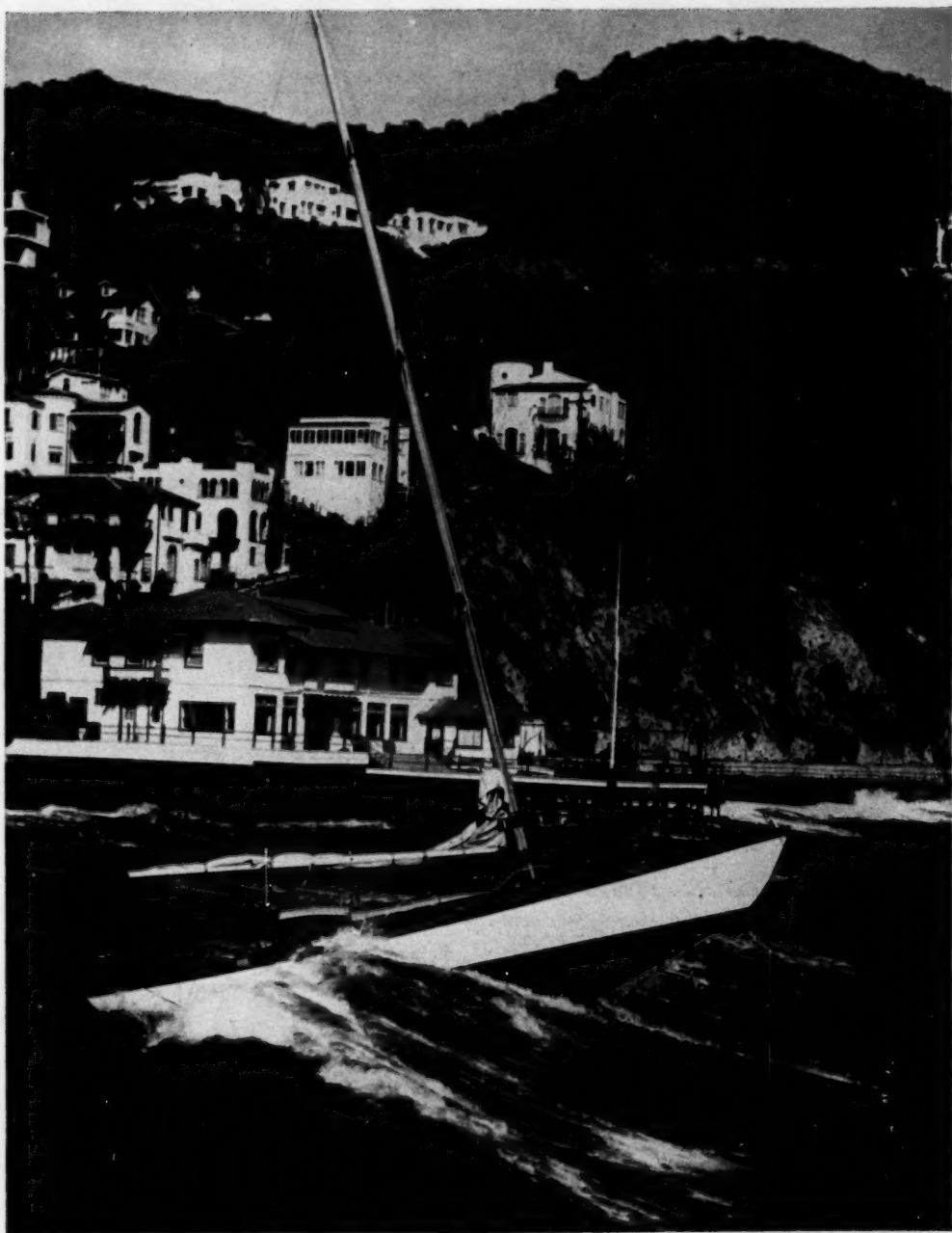


Edna Bowman is especially fond of the trim Stephens galley. "Easier than at home," she says. The Bowmans' "Namwob II" sleeps four in two staterooms.

"Here's a Commodore Fish Fry on Lost Isles in the San Joaquin River. We spend every weekend going someplace or just fishing off our Stephens."

"In the background of this snapshot, you'll see four Stephens in a row. It was taken at Steamboat Slough, where we sometimes vacation. Good swimming, too."

All photos by
Henry W. Bowman



—Photograph by Gene's Photo Studio
 How close can you get to the breaker line without losing your boat? The bay at Avalon, Catalina Island, is wide open to the Santana, a storm wind that may arise with little warning during the fall and winter months in Southern California. It is not a very frequent visitor, however, so many boat owners cruise to Catalina throughout the year. Here is one time when Dick Stewart was caught at Avalon in a sudden Santana with his 37-ft. sloop Tantalus. With the aid of a line to a heavy mooring he managed to ride it out, but only after several anxious hours. In the background is the Tuna Club, known to anglers all over the world.



The *Gracious Me* is only 31-ft. long, yet she is a veritable floating home for four persons. Note the stern davits, which permit carrying the small boat where it is entirely out of the way.

THE *Mighty Mouse* THAT NEVER FALTERED

A Cruise from Newport Harbor to Banderas Bay
And Back in a 31-ft. Diesel Motor Sailer

By BERTHA ULLMAN

THE *Gracious Me*, Dick Stewart's 31-ft. motor sailer, did an amazing job. A crew of thirteen persons (not all aboard at once) ran her about 3200 miles over a six-week period and we all had a wonderful time. She is very sturdy, Diesel-powered, has a sloop rig and sleeps four. There is every comfort possible on a small craft—automatic pilot, electric refrigeration, a real main saloon and a radiotelephone.

She was loaded with food for the trip both ways: Enough canned food both to eat and to trade for lobsters, and a big food bin on deck, solid with fresh fruits and vegetables. This *Mighty Mouse* of a boat carried enough fuel oil for 2400 miles, and had to be refueled only at Mazatlan and San Lucas.

My husband, Chuck Ullman, Tom Hampson and myself started the cruise. I wondered if we'd ever get away from the dock when I saw all the equipment, all in duplicate,

being loaded all week. Dick's careful planning paid off, however, so that eventually almost everything was used. We particularly enjoyed the radiotelephone and contacted Dean Banks on his *La Serena* every night.

The weather was pleasant down to the San Benitos, our first stop. We tried to sunbathe every possible moment on the fore deck, but from Magdalena Bay southward we rigged awnings, working just as hard to keep in the shade.

The terrain of the San Benitos is rugged, but the islands have lots of interest. We gave the giant seals and sea elephants a thorough going over, took pictures of the whale bones and watched the abalone divers, of whom there were many in the good anchorage at the middle island. We engaged a twelve-year-old boy, Luiz, and his big skiff to guide us. We thought we could woo him with candy, cookies and gum, but he was interested only in our good American cigarettes! I guess I was a little shocked, but

was really taken aback when his face lighted up at the sight of our "wheesky."

Our first intimation of things to come was when I put over a drop-line baited with bacon and immediately got a little bass. Two, three, four were hauled aboard in fewer minutes and there was dinner. From then on we ate fish and more fish—bonita, cierra, dolphin and fish we couldn't identify. At first we fileted the whole of whatever we caught and refrigerated what we couldn't eat, but soon we prodigally cut off a small section of our catch and sampled all comers.

We rowed ashore at Magdalena Bay with plans to walk to the abandoned whaling station, stopping for a swim. Chuck wanted to test the depth of the water, so he held his nose and went down—and found a sting ray. Tom and I rushed him back to the boat, where I packed his wound in ice, repeating over and over how grateful I was to have ice cubes. After two secondals, several codeine pills and a pint or more of good whisky, Chuck finally passed out of the picture. Just then the *Fair Weather* came in, and Pappy Allen told me that ice cubes are for drinks and that hot water is the accepted treatment for sting ray "bites." He thought the whisky treatment was sensible though, so we continued it aboard the *Fair Weather* after Chuck came to. And as we had all been worried, the rest of us found the treatment beneficial too.

After we got home, our doctor suggested that we take a dental kit next time, with novacaine and a syringe to deaden any such local pain.

By this time (it was November) the water ranged from 83° to 95° with the air just a little warmer. The sea was flat calm, and while we couldn't sail, we certainly could enjoy the water. San Lucas was absolute heaven. The water was clear, blue, clean and we had nothing to do but relax. The sybaritic life agreed with us so well that we couldn't get un-relaxed. We did make the supreme effort of rolling out of our blankets one morning early to take an automobile ride to San Jose del Cabo. The distance between towns was only 16 miles, but the trip took over two hours, without reflection upon our good driver.

In this desert of mesquite and cactus runs a river forming the oasis of San Jose. We visited a ranch where we saw figs, dates, sugar cane, avocados, pineapple and citrus trees, all growing together lushly, along with the staple, corn. Their orange and grapefruit trees were at least four times

the size of ours. The different crops weren't segregated, so we would see a row of corn among the fruit trees with chickens pecking at the corn. The owner loaded our car with papaya and grapefruit to replenish our almost empty fresh food locker.

We anchored at Las Cruces on our way to La Paz. The little bay is open to the whole gulf, so the fishing boats used there have to be hauled ashore on a tiny marine railway for safety. We walked down the beautiful coral beach, past the perfect landing strip and through the barbed wire into the hotel grounds. We had hopes of a long drink and maybe a meal we didn't have to cook ourselves. The little man who met us was most gracious, most polite. So sorry, he explained, but the season really hadn't opened. There had just been three days of fair weather, which always meant three bad ones to follow. Yes, he could see a norther blowing up. Couldn't he take us to our skiff in his car? We'd just love La Paz, he knew. Everyone loved La Paz. I don't know whether he was afraid we'd be wrecked and litter the hotel's nice clean beach or whether we weren't properly groomed after ten days at sea. We left, and laid in the lee of Cerralbo, just in case he should prove to be right about that norther.

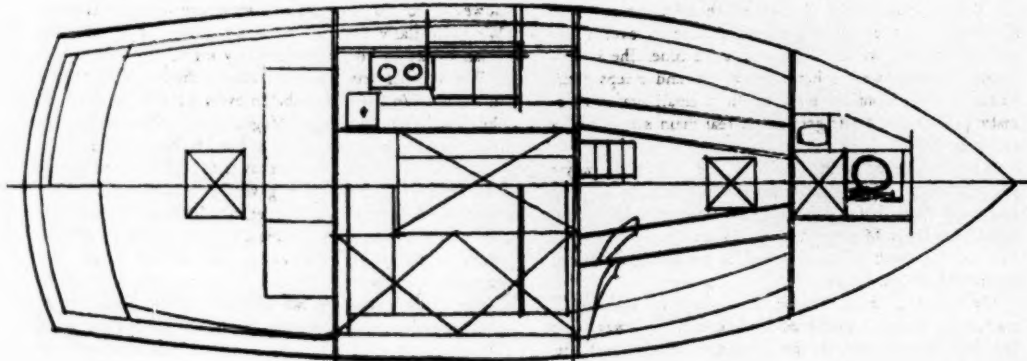
Well, we did love La Paz. It has a beautiful bay and is a pleasant little town. Tom had to leave us, so we put him on a plane and at the same time met Porter and Jill Sinclair, who had flown down to be with us for the following week. We shopped, watched the evening promenade and tried out our weak Spanish.

We wound up our stay at La Paz with a cockfight. Our driver called for us early so we could witness the preliminaries. The four of us crowded into the back, as he had another man and some gunny sacks in the front seat. Pretty soon a crowing came from the sacks. Then we knew we had the gladiators, as well as the spectators, in one taxi. It turned out that our driver was impresario, entrepreneur and general big shot of this all-Mexican "sport." The weighing of the birds, the banter between the spectators and the method of betting were more interesting to us than the fighting. Perhaps this was just a second rate, provincial fight, but the poor old cocks didn't seem at all eager and had to be goaded into even frowning at each other.

Crossing the Gulf to Mazatlan we had a good chop, but it still was fine weather. We moored off the embarcadero,

(Continued on Page 59)

Speaking of the planning of the *Gracious Me*, Dick Stewart says: Our requirements to Bill Lapworth, the designer, were for a 30-ft. motor sailer with at least 2000 miles' cruising radius, as immune from rough weather as possible, with full headroom and able to sail fairly well. Bill just nodded his head and smiled, thinking no doubt that in a short time my mind would clear so we could discuss the problem logically. This cabin plan, however, shows how well Bill met these next-to-impossible requirements.



The Swiftsure LIGHT RACE

By KEN OLLAR

AS I write this bit regarding the Annual Swiftsure Light Race which started at 11:30 A.M. on the 30th of May, it would hardly be appropriate not to preface it with a few words about what happened to some of the entries on their way to the starting point in Victoria. Each and every year regardless of the time spent by all the crews prior to the race, some little bug arises or some misfortune occurs to some of the contenders on the way to the race. This year was no different, as first of all Ray Cooke's cutter *Circe* while off Smith Island fighting a nice brisk westerly and a nasty sea, jammed her rudder and was forced to put back to the shelter of Point Wilson where they were able to correct the trouble in time for them to cross the Straits before race time. Then Dr. Gov Teats in his *Reverie* from Tacoma struck a piece of drift, while under power, off Protection Island which practically tore off his strut and created such a bad leak that it was necessary for them to pump the bilge for seven minutes every ten minute period, all the way across the Straits. The *Reverie* also was able to make the start of the race after spending most of the night on the ways. Then last, but personally not least, my own boat the *Shutter Bug* had a slight breakdown by suffering a broken timing gear just as the gun went off for the start, and I sat at the Brothie Ledge buoy watching the fleet sail off for Race Rocks and the Straits of Juan de Fuca. Fortunately one of the entries, the *Hymac* from Vancouver, which had also a bit of motor trouble, was several hours late to the starting line and she towed me back into the Lee of the Breakwater where I now sit glued to the radio listening to whatever race reports I can pick up.

Overall winner was Dr. Herb Day's tight little K-38 Ono.

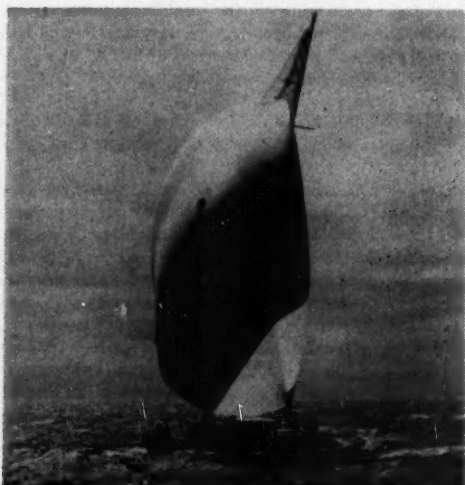


—Photographs by Ken Ollar
John Graham's grand yawl *Maruffa* was first to finish, first in Class AA and fourth in overall standing.

To those unacquainted with this rugged race of some 130 miles around the Swiftsure Light Ship, which lies some 25 miles off Cape Flattery at the entrance of the Straits of Juan de Fuca, and a stretch of water which can be one of the most unpredictable pieces of salt water on the coast, it is the only deep water race in the Pacific Northwest. This year the race again started off the Brothie Ledge buoy, which lies just south of the entrance to the beautiful inner harbor of picturesque Victoria B.C. The morning was slightly overcast, with but a whisper of a southerly breeze,

(Continued on Page 61)

Dr. Phil Smith's PCC *Gossip*, second overall, sliding down wind at a great rate.



So Safety Is

It Is Not Enough to Install
Safety Is a

By PAUL

TO THOSE of you who have known the author these many years and his work in safety and fire prevention, the title may be cause for wonderment, amusement, or just plain grass roots amazement! Years ago I thought I knew a lot about the boating business, now I am content to admit that I know very little, but up in my head is an insistent brain cell that tells me that safety is a nebulous thing, never wholly achieved, and ready to desert one hastily in a pinch. All because in doing one very safe thing, you lay yourself open to the sins of lack of safety. Having once been on a yawl that had to retire from the Santa Barbara Island race because of loose gasoline in the bilge, I became a careful turner-offer of tank valves, and a runner-of-engines-til-she-dies, only to lose my own boat because in the imminence of collision there was not time to send someone below to turn on the gas. Had I been able to turn on the engine instantly when the other fellow veered towards me, I am sure that I could have gotten the hell-out-of-there in time. Now, you tell me what was the safe thing to do? Believing more boats are lost because of gasoline in the bilge than from collision at sea, I still turn off the gas and run the engine dry.

No, Safety isn't just a matter of checking fire extinguishers, counting to see the number of noses and life jackets tally; it starts about the time the purchaser of a boat signs the check. Summed up it seems SAFETY can well be covered by the old cliché:

A PLACE FOR EVERYTHING AND EVERYTHING IN ITS PLACE.

Let's look the boat over. It's easy to be safe about those things that the Coast Guard and insurance carriers demand. They are all down in black and white, and are musts. But where should we keep all this duffel once it is aboard? Let's look at this question of life preservers. If you like to sail with cushions on the cockpit seats, cork-filled ones make a dandy raft. Or, having lots of other life preservers aboard, let's compromise this cushion deal—let's make them out of foam rubber, they are so comfortably soft, and can double as mattresses at night, for a crowd. But Brother, remember this, do they sink, and how! Where shall I put the life jackets? Safely in a locker, under the cockpit, with a ring or so left on deck? We had flotation pillow-cushions in the cabin, complete with beackets. Sounds pretty

good, and safe. We used the one on deck, two of us. No time for anything else. Wouldn't it have been safer to have another jacket or two on deck, at night? Certainly, you say, but on a small boat isn't the danger of tripping over them, or getting them fouled up in the gear, and ending up over the side yourself pretty great? Sure it is, that is why they were stowed below. Compromise again!

And while our feet might be tangled in the dark with those lifejackets on deck, what about life lines? One, two? How high, how low? Try to settle that one without a doggone compromise. Every now and then we find some fellow wanting us to pass a nine-thread heaving line as a life line in the Ensenada Race, and I think of the wing-ding I took off the house top of a sloop in a calm sea, and fetched up with my midship ballast against a good three-eighths stainless life line, and did it feel good. Someone compromised in the right direction that time.

Few of us are foolish enough to buy a boat without a forward escape hatch. I still think of those children trapped in the forward cabin of a burning cruiser at Pedro a few years back. On this there can be no compromise. But considering the extinguishers, even with a built-in carbon dioxide system aboard, the location of hand extinguishers is most important. Locate them close to each hatch, where they can be reached from above or below. Reasonable, but you sense that fire coming up the companionway will prevent your grabbing one from outside. Good thinking, and too true, but the chances are that you can drop down the other hatch, grab the one there, and go to work before the fire has spread that far. It's another compromise. One in the cockpit may be better, but will it be there when you come back next week? And if you take it below, will you remember to bring it topside next time? As a compromise I suggest the permanent location.

Take the matter of decks; painted are the cheapest, but not the most beautiful to the esthete. Unpainted pine or teak decks are the safest, for footing, and perhaps for beauty, too, but who can afford to have them Holy-stoned continually? So the fellow who wants a truly lovely looking boat must fall back—must compromise—for varnished ones. With them you can win Opening Day Inspections, but safe, when damp or wet? Well, hardly. I knew a chap, years ago, who carried a complete line of sneakers

a *Compromise*

Every Kind of Safety Equipment

State of Mind

W. HILLER

—this was before Topsiders—for men, women and children, and insisted that his guests use them, for safety, as well as protecting his decks. And on another famous schooner the owner provided, and had lashed down before each race a canvas cover for the varnished decks. No compromise there, he won his races and his inspections, too. It might be added that in those days one did not have to make today's compromises with the income tax collector, before going sailing.

Then there is the guy who likes nice smooth clean side decks. He is the chap that several times in one night race bruised his foot on the assortment of cleats, ringbolts, pad eyes and tracks that adorned the waterways of that smart craft. He made a compromise—he got a cruising boat that eschews such gimmicks. The racing guy just loves these attachments to which he can "hang out his linen" and if he, by chance runs across one in the dark, he pauses to drop a prayer as befits his mood.

So goes it for the galley. Do you like it aft, so your manna may be passed up handily, along with all the delicious galley and cooking odors allowing cookie to join in the small talk, or do you prefer it tucked away in a less obvious place? Do you like to have a grab iron or hand hold or post handy wherever you move, up, down and below? Or do you think such aides to locomotion make the ship look cluttered, and one big smooth interior gives the impression that the boat is ten feet longer than it is? Do you feel that while hand holds are handy at sea, most of your cooking will be done at anchor, and it is up to cookie to hang on and brace herself on the rare occasions when hot chow is wanted in the Bay, Sound or Channel?

Yep, lots of compromises, and everything safe, when looked at from the proper angle, but there is one cardinal rule that fits every boat, and follows along right with the aforesaid motto. Let's be clean, let's have a place for every particular kind of gear. For painting and touch up gear, if a locker isn't available, a shelf, or even a bucket, will do. Let's clean our brushes, see that can lids are on tight, and keep all smelly things like this well away from all food. If you are a sailing man, another locker, or a canvas bag will serve as a Bos'n's locker, dedicated to needles and marlin; a fid and a palm; a spike and pliers; shackles and stops. Handy but away from everything else. Running

lights and the kerosene can, and fuel cans should be near the paint stowage. Lights should be stowed, cleaned and filled for next use. If wall space for a pretty array of motor tools isn't available, a tool box for them, and spare parts will insure their being kept together against the time when they are needed. All of this makes for a tight ship, which is a safe ship. Spare motor oil should be well secured, and don't ever put just a half can in the motor, for punctured oil cans just have no manners at all.

Back to the galley again—in my mind all that cooking gear is sacred to the Little Woman, and should not be borrowed, touched or used without her nod. Give her adequate room for all the equipment and food brought aboard, canned goods and all, and you will dwell in peace and harmony. Little compromise here, just good common sense.

Your Surveyor will have checked and insisted upon the fuel tanks being installed according to Underwriters requirements, but it's up to you to see that this equipment stays tight, and that the wiring remains, like Caesar's wife, above suspicion. Little leaks of fuel and oil, plus a carburetor drip, all work to the boat's Lowest Common Denominator, the bilge, and there may write your death warrant. Besides if you compromise on this type of ship-keeping your boat will smell, and to quote the words of Sam Emmes: "I descended into the cabin smelling of bilge water and Cuprinol." Now Cuprinol is a splendid product, well adapted to its own uses, and having it aboard in other places than the bilge is an index to the owner's acumen, but as for that bilge water smell—out with it. That is one thing for which there can be no excuse, and there can be no compromise. Your boat may make a little water, it may have rained, but that will be clean water, and is quickly over the side. A good ship-keeper does not permit it to get tainted with fuel, oil, ice drippings and general crud. Clean it out, once and for all, and keep your boat that way. You'll be surprised how much less mal-de-mer you have among your guests.

Yep, compromise all you wish about the cabin, the decks, the grub, and the drinks, and all I've written about here. But if you make no compromise with cleanliness, then, Brother, you have a safe ship, and I and my sea bag are ready to come aboard and work her there and back any week-end.



Carol Marg is a stock 50-ft. Chris-Craft Catalina Cruiser, but she was provided with every possible device to insure safety and accurate navigation on her long cruise.

THE CALL OF UNFAMILIAR WATERS

Oakland Man Takes Cruiser from Detroit
via the St. Lawrence and an Atlantic Hurricane to Mobile

HOONEYMOONERS traditionally take in Niagara Falls on their wedding trip but very few of them ever shoot the dangerous Lachine rapids, near Montreal, in a Chris Craft Catalina cruiser or go through a 90 mph Atlantic hurricane in the same boat and on the same trip.

But that's just exactly what Carl L. "Trader" Scott, Oakland automobile dealer, did on the maiden voyage of the *Carol Marg*—a voyage that took the newly married Mr. and Mrs. Scott (and their skipper, Capt. Niles Jacobus) on a 7,000-mile trip, from Detroit, across Lake Erie, through the Welland Canal, to Lake Ontario, through the beautiful Thousand Islands into the St. Lawrence. Thence to Montreal, Quebec, back south to Lake Champlain, and down the Hudson to New York. From New York the Scotts cruised south along the coast to Miami, across Florida through Lake Okeechobee, to Fort Myers, north to Sarasota, thence to St. Petersburg, and then to Mobile. At Mobile the *Carol Marg* was put on board a freighter and the Scotts flew home—after four months of exciting and interesting cruising.

Let's start at the beginning, though. Scott, a member of the Oakland Yacht Club, has been a power cruiser owner for years. He has owned four power cruisers, and a 42-foot auxiliary yawl.

When he and the charming Miss Lauraine Lundwall became engaged they decided to make their honeymoon trip a real cruise in a Chris-Craft Catalina.

"Mrs. Scott's just as enthusiastic about power cruising as I am," said Scott, "even after the dangerous trip we had through the Lachine rapids, and getting caught in a hurricane."

The Scotts were married on August 18th. The *Carol Marg*, which had been purchased through Kenneth C. Scott,

head of the John G. Rapp Co., San Francisco Chris-Craft distributors, was launched at Algonac, Michigan, and delivered to them in Detroit August 25th.

Carol Marg is 50 feet long, with a beam of 12 feet, 6 inches, and a draft of three feet. She is powered with triple 145 hp Chris-Craft gasoline engines, and she has a top speed of 24 mph.

Headroom throughout the craft is six feet, three inches, and she can sleep 10. Crews quarters, consisting of an upper and lower berth, and a toilet are up forward. Next comes a dinette, the settee of which converts to a double bed. Opposite is the galley, complete with mechanical refrigeration. Then comes the main cabin with a Simmons Hideabed.

In the main cabin are the navigational aids, consisting of a Photo-Electric Pilot, provided by Ets-Hokin & Galvan, San Francisco; 100-watt Apelco radio telephone, and Apelco direction finder, purchased along with the Webster Tiare antenna from Cromwell & Webster, San Francisco; J-W combustible gas indicator, SurEcho depth sounder from Ets-Hokin & Galvan, two Kelvin-White Express Compasses—one in the cabin and the other on the super sun-deck, Hobbs engine hour meters. The searchlight is a One Mile Ray, and the ship is protected against fire with a Lux-O-Matic fire extinguishing system.

In the engine room are Willard batteries, a 110 volt, 3000 watt, Onan radio shielded generator, purchased from Ets-Hokin & Galvan, and a 12 volt auxiliary generator, and a water pressure system, as well as an electric water heater.

The *Carol Marg* is heated with a Fluid Heat heater. Up forward is an Ideal electric anchor winch for the Danforth anchors.

The *Carol Marg* is equipped with a super sun-deck. This is a sun-deck with teak floor, extended aft from the flying deck to the after canopy. It is fitted with a big settee aft, and dual controls are on the flying bridge.

Aft of the main cabin is a guest cabin on the port side, and on the starboard side is a bathroom with shower, hot and cold water under pressure, and electric toilet. The owner's stateroom, complete with vanity and many lockers, is aft the bathroom, and guest cabin, and extends the full beam of the boat.

Aft is the cockpit, fitted with a built-in fish box. Scott is an ardent sports fisherman, and many of the cruises of the *Carol Marg* will be for the purpose of taking game fish.

The Scotts left Detroit on August 25th, crossed Lake Erie, through the Welland Canal, and into Lake Ontario. All was uneventful until the time came to go down the St. Lawrence River to Montreal.

The St. Lawrence is a mighty river, but navigation is closed to large vessels by several very swift and dangerous rapids, including the Galop, the Cascades, and the Long Sault (pronounced Soo), or Lachine rapids.

The Lachine canal, running from the town of that name to Montreal, a distance of about 10 miles, takes the boatman round the worst of it—and he'd better go around!

It was said that no boats of any size have successfully shot the Lachine rapids for years until the *Carol Marg* negotiated the perilous passage safely. According to Canadian authorities she was the first Yankee boat to accomplish the feat.

Here's the way Scott tells it: "As we approached the headwaters of the Long Sault rapids, we heard boats blasting on their horns, and saw people waving at us. We thought this was just some of that Canadian hospitality, but we found out different!

"They were warning us not to go down the rapids but take the canal. However, by now we were in the rapids before we knew it. Looking ahead we saw the whole river slanting downward like a ramp. It seems that there is a flat rock table with very deep water below. As the current rushes over, a terrific whirlpool is formed, out of which it would seem no boat could pull herself.

"To us on board the *Carol Marg* it seemed as though the Waldorf-Astoria would have fitted in that vortex with room to spare. A PT boat had been carried over the rapids some time before but even with her tremendous horsepower, she was helpless and was destroyed.

"We found ourselves going downhill at terrific speed. The boat would not respond to the rudder at all. Here the river drops 100 feet in three miles. There was better water off to port, but we were headed hell-bent for the whirlpool. We threw all three motors into reverse, full speed, but it didn't help at all. We left the port motor in reverse, cut the midship motor, and gave the starboard motor full speed ahead. We tried to make shore, to abandon the boat, and save ourselves. No headway.

"With the helm hard to starboard, and the terrific horsepower of the two racing motors, *Carol Marg* pulled off to port, and we cleared the edge of the whirlpool by about 25 feet.

"When we got to Lachine we found a big crowd out to greet us. It seems that the Coast Guard had phoned ahead that we were in the rapids, and the crowd wanted to see if we were going to get out.



The honeymooners, Mr. and Mrs. Carl L. Scott, nearing the end of the long trek, at St. Petersburg, Florida.

"Among the crowd were newspapermen, and we were interviewed, when we fetched the dock at the Royal St. Lawrence Yacht Club in Montreal. Here we got a big reception. They ran up the American flag, cheered us, and told us ours was the first Yankee boat ever successfully to run the rapids. Those Canadian yachtsmen are great sports! We were their guests over the week-end, and everything they had was ours."

At all the beautiful yachts clubs, where the Scotts put in, they were told that as far as their informants knew the Scotts were the first Pacific Coast yachtsmen to make such a trip.

"The cruising range of the *Carol Marg* is about 250 miles," said Scott, "at 15 knots. During the entire trip we put about 400 hours on the engines. We arranged our trip so that we were only 8 or 9 hours away from any yacht club or good harbor. Our average hop was about 100 to

(Continued on Page 63)

The tall buildings of Miami rising over the *Carol Marg* and the tropical setting provide an added touch of romance.

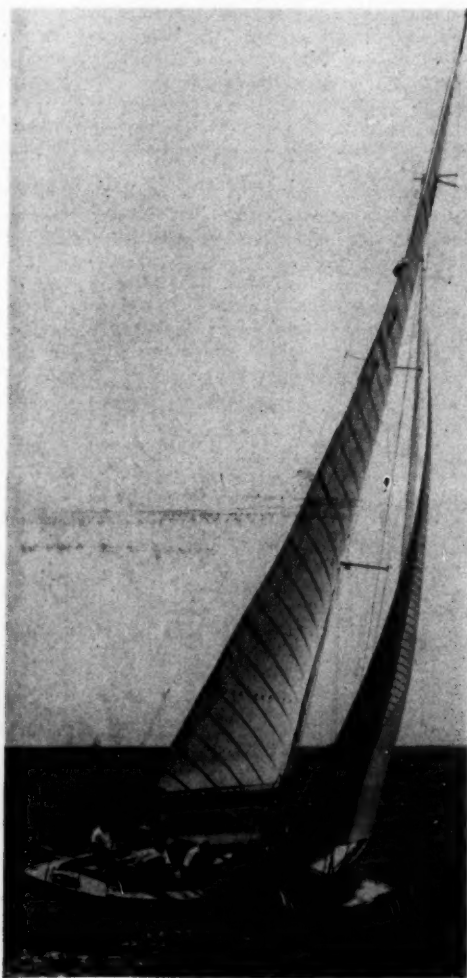


Vallejo — THE UNPREDICTABLE

Conditions May Be Anything from a Calm to Half a Gale

WHEN General Mariano Vallejo watched his mares swim across the straits from the mainland to the island, he must have put a jinx upon the bay waters that has lasted until today. This jinx is always hovering over the stormy waters of San Pablo Bay and is well known to the racing sailors when they line up at the starting buoys of the Vallejo race. This year was no exception and all were prepared for things to happen, which they certainly did.

Walter Franz's California 32 *Andale*, a winner in the Vallejo Race, which brought out a fleet of 199 contenders. For several years past Walter Franz has not missed a Vallejo Race, bringing either *Amarita*, another California 32, or *Andale* all the way up the coast in order to take part.



One hundred and ninety-nine boats lined up for the start of this opening classic. They ran into variable and contrary winds at the starting line which caused all manner of barging, fancy maneuvering and fending off. A group of Bears got themselves into a merry mess, resulting in a number of protests. There were many pushing contests before the racers could finally start on their way toward Vallejo. Practically all had to push and shove before they could break out into the open and wing their way down the bay.

The light contrary winds were made to order for the big black sloop *Andale*, from the south, well skippered by Walter Franz. When this sleek craft broke out her racing petticoat, in the form of a huge Genoa jib which ended almost at her transom, the party was over for the rest of the boats. She was never headed in her race down the bay. The big sail did yeoman work and paid off in the light and variable winds that plagued the racers during their northern leg. The fact that this fine ship won the race both ways was no accident, but a good combination of crew, ship and the right sails for the weather.

It is traditional with the bay sailors that the Bay of St. Paul is either devilish or calm as a mill-pond; the start on Sunday found it as still as Thoreau's Walden Pond. Everyone waited for the winds to come out of the northwest, but in its contrary way, San Pablo brought its breezes in from the southeast. Once again, it was a light weather battle until the Brothers were reached, when the bay breezes again resumed their lustiness and blew the fleet over the finish line in good time.

Los Angeles sailors brought not only their know-how with them, but also their weather. Bob White capitalized on this by having in his crew the famous George Fleitz, who swept the challenge races here in the bay in 1948, '49, and '50. Needless to say, Bob won the Vallejo race with his *Satisfaction*—a real *double entendre*.

There were four other vessels which led the race both ways. They were John Thomas' *Fiddle*, in the 210 class; John Martin's *Vandal*, in the PIC class; Malcolm DeWees' *Firecrest* in Division 15; and Bruce Easoms' *Eight Ball*, in the Acorn class.

All honors should go to Walter Franz and his fine crew for bringing the ship up the coast and sweeping the bay race. Unfortunately the *Andale* had a very rough passage home. It is seldom that California coastal waters will allow one the good fortune of traveling in both directions without getting a good old Pacific dusting at least one way.

Members of the Richmond Yacht Club manned the Committee Boat at the start and finish near Richmond breakwater. The same tasks were taken care of by the Vallejo club at their end of the race. This prevented a repetition of last year's disaster when the sailboats beat the power cruiser committee boat back to the finish line. The Race Committee consisted of Vincent Fitzgerald of Vallejo, Chairman, Henry Bussboom, Laurence G. Gramley, J. H. Doran, Alvin N. Hulse, Dick McCarthy, Bud Coxhead, and Don Seaton, Recorder. The fine teamwork accomplished by this committee resulted in the race being quite successful under some very trying conditions.



—Photographs by Beckner

The traditional parade up San Diego Bay following the first leg of the James Craig Trophy Race. Leading here is Don Atkinson's Doncarel, third on first leg. Second in line is Tom Benavides' Charlotte Ann, winner of the Craig Trophy with an overall error of only 1.49.

Coronado Opening and the CRAIG RACE

By TEDDY ACKERMAN

CORONADO YACHT CLUB slipped back to prewar days and staged one of the biggest Openings of her entire career of twenty years. More sailing and power craft raced down from Newport than in many years and the festivities at the Club continued on the entire three days, night and day. Skippers, both on the home front and visiting, carried on in relays; when one group wore down and faded away to the point where they needed some necessary shut-eye, another group took over and carried on to the credit of all seagoing salts. At the Trophy Presentation dinner at Hotel del Coronado, winning skippers were not only presented with their deserved trophy but with a lei and a kiss from pretty Miss Titta Rietow recently arrived from Hawaii Nei.

The James Craig Trophy

This trophy has been in existence for so many years and has such an interesting history that power boat skippers vie in keen competition to have their name engraved on this \$5,000 gold trophy. The James Craig Trophy was originally known as the James Gordon Bennett Trophy. James Gordon Bennett, as publisher of the New York Herald, put the trophy into competition in 1907. The trophy, Ster-

ling silver, was designed for the winner of an annual motorboat race from New York to Bermuda.

The first winner—in 1907—was James Craig, then 42 years of age, who skippered the *Alisa Craig*, a 60-foot cruiser. Craig, in the *Alisa Craig*, won again in 1908, by which time the trophy was informally known as the Bermuda Cup.

According to Bennett's deed of gift, the cup would become the permanent possession of any skipper who won it three times. To close friends, Craig said he feared the cup would go out of competition if he won it the third time and for this reason he publicly declared he wouldn't race in the 1909 event. Craig's declaration was interpreted by his competitors as a sporting gesture typical of the man.

The run to Bermuda was never revived and the cup remained in Craig's possession until 1921, at which time he presented it to the National Association of Engine and Boat Manufacturers. Craig's deed of gift to the Association stipulated that the cup become a prize for a motor cruiser contest, at least 100 miles of which should be run in the open sea. Upon presentation to the NAEBM, the James

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Mrs. W. T. Mooney, wife of Coronado YC's trophy chairman, presented the Doolittle Trophy for Ocean Racing Class to Walter Franz, winner of the 1952 race from Newport Harbor to San Diego, which marks the opening of Coronado YC.

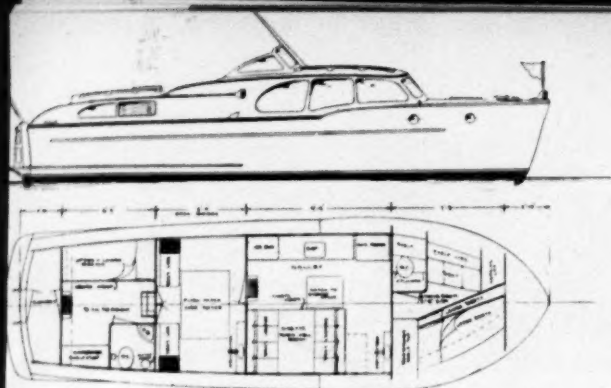


Officers of Coronado YC at the flag ceremonies opening the 1952 season. From left, Vice-Commodore Ed Fricke, Commodore Carl Ackerman and Rear Commodore Herman Kobbi.



Ken Davis won the brand new George Bromley III. Perpetual for first in the Arbitrary Class with his Island Clipper Conejo, in the Newport to San Diego Race. At left is Mrs. Leonard Rowberry, donor of the trophy. Right is Mrs. W. T. Mooney.





A VERSATILE CRUISER BY MONK

THE open bridge cruiser shown herewith is a type becoming very popular with Northwest owners. This 34-footer is building for V. M. Wolfkill, Monroe, Washington.

There are now six boats, completed or building, from plans like, or quite similar to, this 34-footer. These are from the board of Edwin Monk, Seattle Naval Architect, and most of the six are 42 feet long. But the arrangement is the same regardless of the length. In fact, Mr. Monk's own boat has the open bridge and main cabin aft. When this was written at the end of May, Dr. H. P. Clausen, Seattle, was ready to launch a 42-footer like this plan and in Vancouver, B.C., another was building for R. Jones.

This craft can be evaluated as a family boat and quite adaptable to both fishing and cruising for the whole family.

Looking at the general features of the arrangement and accommodations, there are privacy and convenience in the

three distinct spaces for berths. There is the owners' stateroom aft. This also has a toilet room, which happens to shelter the hot water heater. There is also a wardrobe. The berths are arranged as upper and lower.

In the trunk cabin the dinette opens into a double berth. Forward in the foc'sle area are an upper and a lower berth. This is a little unusual and is made possible by the ample room of the design. There is also a water closet forward, a full hanging locker and also a wardrobe shelf.

The open bridge provides what amounts to a flying bridge with wheel, controls and windshield. This gives the skipper outside steering, good vision and full contact with the cockpit and also the trunk cabin. Forward in the trunk cabin, just ahead of the dinette, are the "inside" wheel and controls, giving cabin-protection against weather and also the freedom of being with the family and guests when everyone is in the cabin.

It can be noted that the deck area adjacent to the outside wheel and pilot's seat has room for guests and there are two storage lockers under the two permanent seats to provide for guests on the deck.

The cockpit is small, but ample for fishing and entrance and exit to the cockpit is possible by passing through the stateroom and also by using the wide, 10-inch walkways that are served by sturdy handrails on each side.

The dual wheels and controls are on the starboard side where Monk prefers and features them in his boat. He feels that this is keeping the skipper on the "safe" side, but appreciates the fact that this is a matter of opinion and that there has long been a lot of discussion of this topic.

The craft will be powered with a Chrysler Royal engine at 2-to-1 reduction and the hull is V-bottom, Monohedron.

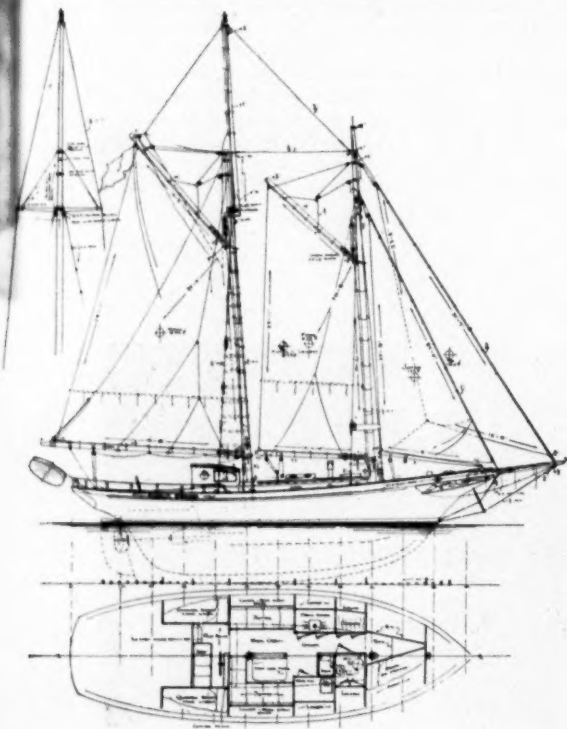
FORTY-FOOT SCHOONER BY WM. GARDEN

THIS auxiliary schooner is certainly an ambitious backyard project for owner Earl Long to undertake, and it illustrates the growing number of home-built boats of substantial size. It is from the design of William Garden, Seattle naval architect.

Readers will recall the 52-foot ketch featured some time ago, being built by owner Richard Myhre, and other boats undertaken by Dewey Gault of Portland, with a 60-foot motor sailer; Lee Chambers of Albany, Oregon, with a 57-foot diesel cruiser—all from William Garden's board. Each of the builders has had wide boatbuilding experience, but the Myhre and Chambers boats in particular are backyard projects.

This newest of the fleet measures 40 feet by 32 feet waterline by 13-foot breadth on a draft of 6 feet. Construction is rugged with 1½-inch fir planking on closely spaced oak frames.

Mr. Long has cut all of the timber for her at the sawmill in Cornelius, Oregon, where she is building. All fir has been select, winter-cut, old growth stock, so the boat should last many years. Since the owner is sawyer at the mill, only the finest timber has been taken. Being a former seafaring man, Mr. Long has some ambitious cruises planned. Accommodations are for four with an extra berth in the foc'sle. The layout can be followed on the drawings and is unusual mainly in the pilot house and quarter berth arrangement. This pilot house in particular, will be a desirable feature for offshore cruising. With her gaff schooner rig, clipper bow, and monkey rail around the stern she will be every inch a ship.



REGATTA SUCCEEDS REGATTA and CRUISE CRUISE at Newport Harbor

By ROBERT M. ALLAN, JR.

IT DIDN'T seem possible, but the activity around Newport Harbor during May was at the highest pitch old hands can ever remember. Newport Harbor Yacht Club held the 35th Annual opening complete with a scientific boat inspection contest, which was won by Arthur C. Stewart's *Thundercloud*, a beautifully converted and maintained 83' aircraft rescue boat. Other awards went to Orin Thorkildsen's *Moonbeam*, Lyman Farwell's *Denali*, Marshall Sawyer's *Sea Ways*, Steve Royce's *Coaster* and Ted Rogers' Rhodes 33 *Lorna*. In the race from Los Angeles Yacht Club to the Newport Opening, Prent Fulmor's *Stagbound* again showed that her ketch rig and large light balloon pays off on the reaches by taking the cup. However, in the Memorial Day Race on to Coronado, she was left behind as the wind shifted ahead and the California 32's *Andale* and *Escapade* caught Ken Davis' rejuvenated Island Clipper *El Conejo* at the last turn to win the traditional cup. This was the second big win for *Andale* who had successfully defended her skipper's previous victories at San Francisco by taking the Valjejo Race with Walt Franz at the helm. She made the passage back from San Francisco to Newport in 52 hours flat!

While the sailors went on their busy ways, the fishermen started to comb the ocean in earnest as catches of yellowtail were reported in great number. The radios would crackle all day (and most of the night) as eager fishermen tried their favorite "spots." Several cruisers came to grief with the *Fire Ball* hitting a rock at the Island and sinking and another, the *Prelude*, leaving a husband and wife swimming in the water while their dog barked frantically for help from the prow of the half submerged craft. The Coast Guard rescued all hands after a six-hour search as a result of the urgent SOS on the radio. In the predicted log cruiser races Phil Warren in *Adra* and Tom Benavides in *Charlotteann* pushed aside competition from the steady Ed Simonis, Frank Ruppert, Larry McDowell and others to walk off with the Class A and B cups in the LAYC to NYHC race on May 17. In the sportfishing fleet the Dick Dittmar Yard finished off the new 65-foot *Westerner* built for the popular couple Keith and Flo Rima who operate the sportfishing fleet from the end of the Newport Pier. The craft is built for speed and safety.

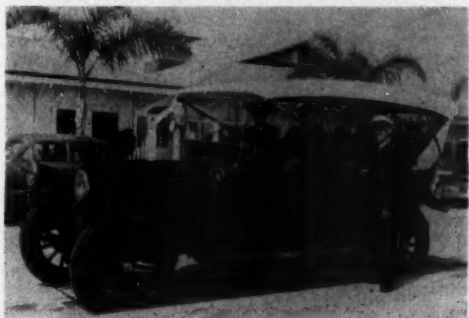
John Callery, Jr. was a surprised young man when he found just the top of his PC sloop's mast above the water at his NYHC mooring. No explanation of the mystery, but when the Newport mud was removed, his boat was ready to go again. NOSA has established a "station" at the Isthmus of Catalina for the use of its member yachtsmen that visit that spot this summer. Walt Elliott, the famous skipper of *Escapade* was not satisfied with sending Danny Elliott back for a crack at the Olympic Monotype competition at New London, Conn. and also going up to sail with Walt Franz in the Valjejo race; so Walt is now journeying

(Continued on Page 68)



—Photographs by Becker
As the last of the officers' flags reaches its place on the Newport Harbor Yacht Club's staff, the 1952 season is declared officially under way. This ceremony marked the 35th year of the club.

Below: Believe it or not, these are the 1952 officers of the Newport Harbor YC, in a 1913 Pierce-Arrow. Left to right: Commodore Thomas Rutter, Vice-Com. Walter Franz, Rear Com. Harry March, Fleet Capt. Elton Brown and Port Capt. Harold B. Stewart.



Below: Dick Steele is convinced that the way to win races is to take the girls along. He won the NYHC's Ship Rock Race in Ocean Racing Class with his 58-ft. yawl *Odyssey*. From left: Mr. and Mrs. Chuck Cotton, Mr. and Mrs. Shell Riley, Skipper Steele and Mrs. Steele, and Mr. and Mrs. Bob Halbrook.





—Photograph by Nuskoff
The potent 135s hit the line eleven strong in the first heat of their race before a jam-packed Long Beach Marine Stadium on May 30th, in the fourth annual Memorial Day Sweepstakes, which were sponsored this year for the first time by the Belmont Shore Lions Club.

Those Speedboat Regattas

OUTBOARDS

THE hospitality of the residents of Lake Malibu, privately owned mountain lake, gave stock outboards and racing outboards a splendid opportunity to stage a day-long event on May 25. Ed Craven and Randolph Hubbell, commodores of the United Speedboat Assn. and the Los Angeles Speedboat Assn. respectively, were co-chairmen. "Slim" Boettger, chairman of Region 12 of the APBA, was referee. Seventy-seven boats competed in 7 stock classes and 49 boats in nine racing classes. There was a good turnout of "river boys" from Blythe. Pasadena Outboard Club supplied patrol boats which were busy from time to time picking up flipped drivers or stalled boats.

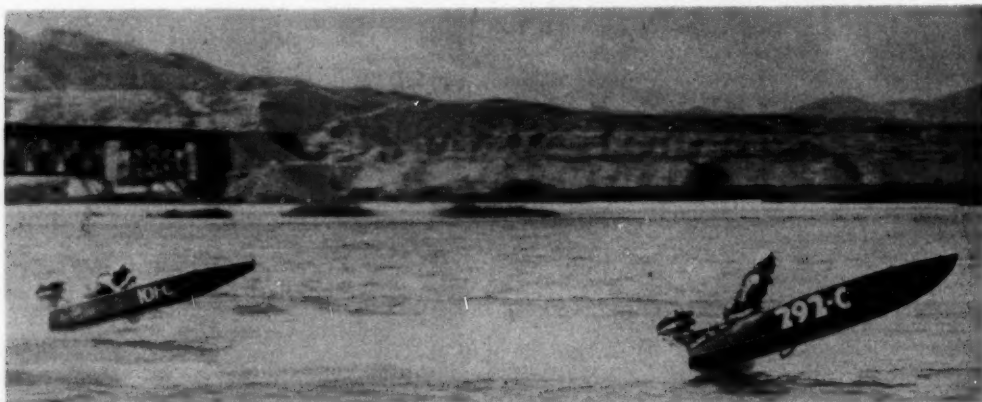
The Bakersfield Outboard Club on May 11 was host to outboards in an event on Hart Memorial Lake Park, with Jack Butler and Manuel Carnakis, co-chairmen. This Second Annual Spring Regatta produced 13 classes with Warren Painter in C Racing Hydro as the first flip of the day. Ed Craven was beaten by Jack Lohead in the stock division by two-tenths of a second! As usual the B Stock Runabouts

were the biggest field and elimination heats were necessary to reduce the field of 29 boats. After the official races were over, the M Hydros put on an exhibition heat and there was also a patrol boat race.

Channel City Power Boat Assn. staged its first sanctioned race on May 4 at Santa Barbara and officials of the club were unanimous in their appraisal of the event as having taught them a lot about conducting a race. This was strictly a stock outboard event, with Slim Boettger at hand as referee.

Citizens of Needles, Calif. are already working on plans for the Fifth Annual Colorado River Marathon, Oct. 5, for stock outboards. The course this year will be 115 miles of test for drivers and boats. In 1952 a new bridge was constructed on the "mystery" river, with a 30' distance between spans for passage of boats. There will be no marked course, says "Andy" Anderson, race chairman, as such, that is, no marking of sandbars, etc. The prizes—there will be no sweepstake award—will be well worth winning and well deserved: \$500, first prize; \$250, second; \$100, third; and

Johnny Craven, 16-year-old boy from Pasadena, in hot competition at Topock on the Colorado River. Johnny won the high point divisional award (Regions 11 and 12) for wins in sanctioned regattas with his De Silva. He had hard luck with his latest De Silva when it was cut in two at the start of a race at Lake Elsinore (unsanctioned) on June 1st.



\$50, fourth.

Energies of officials of stock outboard racing in Southern California will now be applied to conducting the Western Divisional stock outboard championships at Long Beach Marine Stadium, August 16, 17 and 18. Boats from as far as Denver, Colorado, will participate.

RACING OUTBOARD RESULTS, Lake Malibu, May 25
C Racing Hydro—Bob Jackson, San Diego; Johnny Bauman, Alhambra, Calif.; Russ Hill Jr., Bellflower, Calif. **B Hydro**—Arnie Adams, Los Angeles; Elgin Gates, Huntington Beach, Calif.; Bill Bauman, Long Beach. **F Racing Runabout**—Curley Owens, Covina, Calif.; Ellis Estabrook, San Bernardino, Calif.; John Tropahanian, San Diego. **C Service Hydro**—Elgin Gates; Henry Wagner, Fresno; W. Ralph Homes, Phoenix, Ariz. **C Service Runabout**—Henry Wagner; Leonard Gates, Ventura; Ed Wilson, Los Angeles. **C Racing Runabout**—Ed Kurokawa, Selma, Calif.; Lewis Morphy, Los Angeles; Ed Wilson. **A Hydro**—Frank Kayanagi; San Luis Obispo; Julius Ripp, Jr., Long Beach; William Tooley, Encino. **F Racing Hydro**—W. Ralph Homes. **M Hydro**—Dave Spies, Newport Beach; Bob Hawley, Corona del Mar; Ann Hawley, Corona del Mar.

STOCK OUTBOARD, Lake Malibu, May 25
A Stock Runabout—Chas. Harter, N. Hollywood; Jack Corner, Los Angeles; Pete Peters, N. Hollywood. **B Stock Runabout**—Johnny Craven, Pasadena; George Renken, Huntington Park; Bill Rampke, Pasadena. **C Stock Runabout**—Cag Graham, Ventura; Bobby Parish, Bakersfield; Pete Peters, N. Hollywood. **D Stock Runabout**—Russ Spacy, Fresno; Leonard Seiferling, Fresno; Homer Smith, Parker, Ariz. **A Stock Hydro**—Keith Collier, Blythe, Calif.; Biff Parker, Newport Beach; Butch Reed, Blythe. **B Stock Hydro**—Dr. E. W. George, Arcadia, Calif.; Karl Anderson, Los Angeles; Wade Terrill, Ontario, Calif. **D Stock Hydro**—Dr. E. W. George; Lee Richards, Blythe, Calif.; Ed Craven, Pasadena.

RACE RESULTS, Bakersfield, May 11
A Racing Hydro—Elmo Bellumini, Buttonwillow; Elgin Gates, Huntington Beach; Frank Kayanagi, San Luis Obispo. **B Stock Runabout**—Mike Meehan, Venice; Bill Rampke, Pasadena; Bob Check, Newport Beach. **C Racing Hydro**—Bob Jackson, San Diego; Tom Ingalls, Los Angeles; Russ Hill, Bellflower. **D Stock Hydro**—"Doc" George, Arcadia; Russ Spacy, Fresno; Jack Lohead, Santa Ana. **A Stock Hydro**—W. W. Bowen, Oceanside; Biff Parker, Newport Beach; Ronald Rima, Newport Beach. **C Racing Runabout**—Jim Holder, Altadena; Ed Kurokawa, Selma; Roy Gates, Ventura. **B Racing Hydro**—Elmo Bellumini; Bill Bauman, Long Beach; Tommy Ingalls. **C Stock Runabout**—Pete Peters, N. Hollywood; Walter Kenite, Modesto; Bud David, Modesto. **B Stock Hydro**—"Doc" George; Dan Anderson, Los Angeles; Tom Bowen, Oceanside. **C Service Hydro**—Jim Holder; Elgin Gates, Huntington Beach; Henry Wagner, Fresno. **A Stock Runabout**—Chas. Harter, N. Hollywood; Bobby Parish, Bakersfield; Bugsy Erwin, Needles. **D Stock Runabout**—Jack Lohead; Russ Spacy; Bob Lohead, Santa Ana. **C Service Runabout**—Larry Burke, Chico; Manuel Carnakis, Bakersfield; Leonard Gates, Ventura.

RACE RESULTS, Santa Barbara, May 4
A Stock Hydro—Ronald Rima, Newport Beach; W. W. Bowen, Oceanside; Bob Harlow. **B Stock Hydro**—Karl Anderson; Ronald Rima; Ronald King. **D Stock Hydro**—Ed Craven; Karl Anderson; Chris Heinsbergen. **A Stock Runabout**—Ronald Rima; Pete Peters; Bill Backer. **B Stock Runabout**—Bud Vanderbush; Johnny Craven; Bill Ramke. **C Stock Runabout**—Cag Graham; Ronald Rima; Pete Peters. **D Stock Runabout**—Joe Proctor; Stu Downs; Bob Kramer.

INBOARDS

Memorial Day brought out the inboard boys in full force at Long Beach Marine Stadium. Trimmer points were raced for in the 225 class and the "new" class, 266s, were in evidence, Roy Skaggs driving Mighty Chevron in his usual spectacular fashion to place first on points. He also drove the fastest five-mile heat of the day on the one-buoy course—63.829 miles per hour.

George Matucci's 266, Miss California III of Oakland, caught fire and was forced out on the first heat. Bob Barlow's Baloon Foot ended its day's racing with a ripped bottom, and Kenny St. Oegger of Glendale in Ruthless II flipped while trying to avoid a crash with Barlow.

Jack Fletchall of Bell took away the Memorial Day title in E-Racing Runabout from Cream Puff III, driven by Commodore Ed Olsen. Jack was driving Honey Bee Too.



Cag Graham of Ventura, Cal., with his new De Silva C Stock Runabout which he drove in the Santa Barbara Races on May 4th. At Salton Sea last year Cag set new records in his class for mile and competition. Joe DeSousa of San Diego, Cag's speedy competitor, hasn't had his boat in the water since Salton Sea.



C. D. Anderson, race chairman of the Needles Marathon Ass'n, which will conduct the Fifth Annual Colorado River Marathon at Needles on October 5th. Anderson recently discussed plans for the Pacific Coast classic with APBA representatives at Los Angeles.

RESULTS: (Unofficial)

226 cu. in.—Roy Skaggs, Long Beach; Bill Dale, Maywood. **E Racing Runabouts**—Jack Fletchall, Bell; Ed Olsen, Long Beach. 225 cu. in.—Keith Black, Lynwood; Art Maynard, Long Beach. 135 cu. in.—Fred Galante, Visalia; Kenny Ingram, Los Angeles. **B Inboard Runabout**—Willie Miranda, Los Banos; Jimmy Boyd, Avenal. **Crackerbox**—Danford Campbell, Long Beach; Bob Patterson, Van Nuys. 48 cu. in.—Lou Meyer, Jr., Huntington Park; Gillette Smith, El Monte. **PODH**—Dr. Louis Novotny, Los Angeles; Charles Higginbotham, Venice.

The Modesto Power Boat Club's regatta on Turlock Reservoir, with the famous "lady" referee, Kay Hallett in charge, went off on schedule, May 18, but to date *Sea and Pacific Motor Boat* had not received race results.

The Parker, Arizona inboard race brought trouble aplenty to Paul Terheggen of Lynwood who was driving Donald Duck, E-Racing Runabout, when he took a spectacular spill that sent him to the hospital with head cuts and other injuries. A gust of wind in the second heat, when he was moving to the lead, up-ended his boat. It sank in 20 feet of water. Loyd Jensen's patrol boat and crew were credited with the prompt rescue which probably saved Terheggen, then unconscious, from drowning. Parker is on the Colorado River and races are held on Lake Moovally, deriving its name from the Mohave Indians. It is so named, it is said, for the Head Gate Rock which is the site of the dam forming the lake.

RESULTS:

48 cu. in.—Lou Meyer; Gillette Smith, Bob Cockburn. **Crackerbox**—Danford Campbell; Bob Patterson; Jim Colwell. 135 cu. in. Fred Galante; Chuck Powell; Eddie Meyer. **PODH**—Dr. Louis Novotny; Marion Beaver; Charles Higginbotham. 225 cu. in.—Art Maynard; Rich Hallett; Keith Black. **E Racing Runabout**—Ed Fletchall; Paul Terheggen; Guy Wilson. 266 cu. in.—Ollie Prather; Kenny St. Oegger; Ernie Bender.



Dan London's Great Golden Fleet lined up at the Delta Yacht Club float on the cruise to Stockton.

ANCHORS AWEIGH on SAN FRANCISCO BAY

THE rattle of anchor chains through the hawse pipes could be heard over the many yacht harbors of San Francisco Bay as the first day of May arrived. The intense activity in all the harbors brought forth a huge fleet of power and sail to battle the lusty wind and tides of the bay as the fleets went to sea. New boats and new gear caught the eyes of many of the spectators as the ships took to the water, yet they could not forget the many veterans who were once again a part of the fleet.

Record entries seemed to be the order of the day. The NCPCA reports that on the average, there are an additional 40 boats racing this year in each race. The Hearst Regatta established a post-war record and the 86-boat entry list in the Stockton race has been unheard of up to this time. One good reason for the large turnout and enthusiasm is the fine teamwork which has been created by Commodore Dan Boone, of the NCPCA, and his race manager, Marv Car-doza. Also a factor is the increased know-how of the skip-

pers, which makes it more fun to compete.

The first cruiser race in the merry month of May was the Oakland Yacht Club Shake-Down Race, known this year as the Oakland Centennial Shake-Down Race. On Saturday, May 3, 64 boats hit the starting line and 54 finished. Malcolm Storm, in his *Manukai* (of the host club), showed the way to the other contestants in Class A to win by 12 seconds over Dutch Schaefer's *Har-O-Lee*. The Berkeley speedster, J. C. Rear, brought in his *Huapala* to win Class B with a 21-second error, and Harold S. Johnson of the Sausalito Cruising Club piloted his *Spindrift* to victory in Class C with a 20-second error.

A huge fleet of 64 power cruisers hit the line for the William Randolph Hearst Regatta on Saturday, May 18. This blue-ribbon event is one of the most picturesque and competitive of the year's racing schedule and every skipper gave it all he had. The weather was excellent but the tide and water conditions were somewhat confused by the large spring runoff from the mountain rivers. This really put the skippers on their metal and it was quite a feather in the cap of George Sturtevant of Oakland Y.C. to win by such a small margin of error as 21 seconds. He led the fleet as over-all winner with his *Doll-Lee* and was winner of Class A. Al Quintal brought his *Lady Beth* into first position in Class B, with an error of 89 seconds, to win over Gerry Moss in his *Thelma IV*. Clarence del Fino of San Raphael piloted his *Mari-Del* into the winning position in Class C with an error of 76 seconds.

After the summer sun had set over the Hearst Regatta, the fleet proceeded to the Sausalito Cruising Club for dinner. Commodore Bob Hoeckle and his staff staged a great function for the competitors and it was a fitting climax to a fine day on the Bay.

(Continued on Page 72)

William McKay's *Merlin* chasing Tom Bolger's *Alma* during the Hearst Regatta.



A SEASON of Great Events at SEATTLE

Dr. R. Phillip Smith, upon whose capable shoulders rests responsibility for the success of many of the big events of the coming season in the Northwest. He is a triple Commodore—of the Pacific Coast Yachting Ass'n, the Pacific International Yachting Ass'n and the Seattle Yacht Club.



THE Puget Sound country had hardly recovered from the gigantic Opening Day staged by Seattle Yacht Club—824 handsome craft in one line of parade—when the sailors and power boat men found themselves having to hold an event calendar in hand all the time to keep the jam-full schedule for the coming months straight.

Committee meetings were thicker than caucusses on the national political scene and it all added up to one sure analysis—the biggest summer of events, races, sailing and cruising ever held in the Pacific Northwest.

Planning was evident everywhere for the big Coast regatta that begins June 29 at Seattle. But in the meantime the Corinthian Yacht Club, which is assisting in the big summer regatta, was busy with its highly popular Wednesday night weekly races. Two had been held as this was written. The first brought out 100 sailing craft in the various classes and the second, 107. The big sailing regatta will find CYC craft in the thick of competition all through the program.

The crew for handling the Wednesday races and some of the weekend affairs is led by Ken Kenworthy, regatta committee chairman and starter; Walter Cook is timer, Harry Sutch is signalman and Buzz Bryant and Winifred Cushing are recorders. As many know, the Corinthian Club's race control-tower is very well suited for good handling of races on the course off Leschi on Lake Washington.

Getting to the "Big Event"—the Pacific Coast Yachting Association Championship Regatta under the sponsoring

burgees of the Pacific Coast Yachting Association, the Pacific International Yachting Association and the Seattle Yacht Club—it isn't often that these events are all grouped together at Seattle, nor often that one commodore serves all three. In this case, Dr. R. Philip Smith is commodore of both associations as well as the SYC.

On June 29 the boats rendezvous and register at SYC's Port Madison station. On June 30 the long distance sailboat race will be from Port Madison to the entrance to the canal at Seattle. The power boats have a predicted log race on this same day.

July 1, 2 and 4 are the series races on Lake Washington using two courses, one for the bigger and one for the smaller craft. July 3 will be the day of feature races over the large-boat course and will include the Inter-Association race and the Inter-club race.

There will be a big post-race cruise organized for British Columbia waters with Harold Jones, Vancouver, in charge.

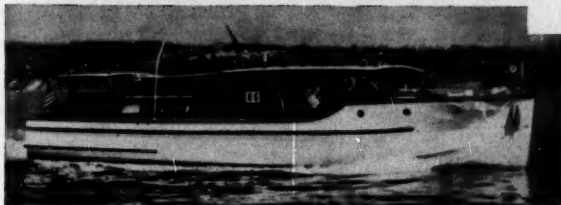
Regatta chairman is Conrad Knutson and vice-chairmen are Middleton Chism, Anderson Joy and Howard Richmond. Regatta headquarters are at Seattle YC, 1807 Hamlin Street.

The International 14 national championships will be run concurrent with the regatta held during the mornings. While mentioning the sailing events, the world championships for Flatties begins on Sunday, August 3, in Seattle; and races continue through the following week. For a finale of a treat, participants will be on a special spectator boat

(Continued on Page 74)



A really tremendous event will be the International Cruiser Race from Port Madison to Nanaimo on July 12th. Three of last year's winners are shown here. At left is the little 26-ft. Chris-Craft Snuffy, with which Frank Morris of the Everett Yacht Club captured the overall prize. Below at left is the Queen City Yacht Club entry Chilton, owned by Ersel Davis, the winner in Class III. Below is another Queen City Yacht Club boat, John G. Holstrom's Pursuit, which was first in Class II.





—Photograph by Ken Ollar
Doug Sherwood's K-38 Rebel, left, overall winner of the Vashon Island Race, and the Six Meter Lulu, nearing Point Robinson.

Knocking About Through the Fleet

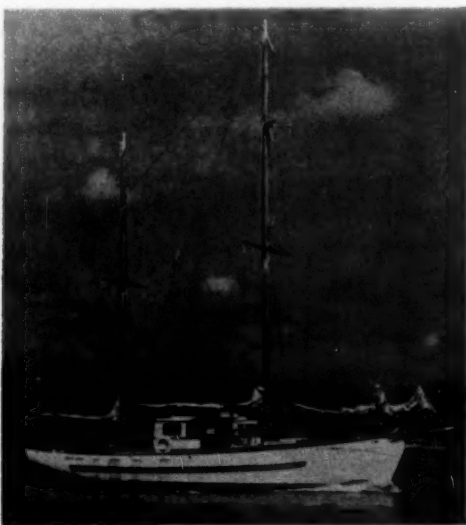
VASHON ISLAND RACE

ON May the 17th the Vashon Island Race, first of the Tri-Island Series, started at 11:20 A.M. between the Ballard Blinker and West Point, with Ballard Buoy being the first marker in the 47.5 mile race around the island. The wind was practically nil from the north and Ray Cooke in his *Circe* found his own private breeze and sailed through the entire fleet to be the first boat away and around the first mark. *Maruffa* and *L'Apache* with *Red Jacket* caught the wind at the same time as the remainder of the fleet and followed the *Circe* in that order. At about 12:10 P.M. the wind picked up and swung to the NE and in class A the *Long Story II* was the first around the mark with the entire group coming up on the mark together. By 12:30 P.M. the wind had really freshened and with spinnakers flying the larger boats began pulling away as they passed West Point and set their courses for the East Passage and the south end of the island. By 2:30 P.M. the *Maruffa* had gone far into the lead on the East side of the passage with *Red Jacket* and *Circe* taking somewhat the middle and

L'Apache the West side. Right up with the big stickers was George Horton's Swiftsure Class *Long Story II*, while on the East side a Class BB boat the *Rebel*, Doug Sherwood's new K-38, was also coming along. At 4:00 P.M. Pt. Robinson was reached by the lead boats, and in short order *Maruffa*, *L'Apache*, *Alotola*, *Long Story II*, *Jandy*, and *Rebel* picked up a strong off-shore breeze which lasted a scant two miles close inshore to the island. Then as usual, when the south end of the Island is reached, the wind died—and there the entire fleet sat. From then on during the entire evening the wind was fluky until about midnight when the wind again shifted, this time to the South and again up went the spinnakers for the run back to the finish line. First boat, not only by corrected time, but actual time was Doug Sherwood's *Rebel* of Class BB, which gave him an Overall First. In Class AA the order by corrected time was: *Alotola*, *Maruffa*, and *Dorada*. In Class A, *Mist*, *Dabot*, and *Long Story II*. In Class BB, *Rebel*, *Revenue* and *Northwind*. In Class X-Y, *Olympian*, *Karen* and *Twinkle*. In Class Evergreen, *Waboo*, *Shamrock* and *Mickey II*. Six Meter Class, *Saga*, *Renegade* and *Oslo*. Class B, *Nixie*, *Coquette*, *Caprice*. Class C, *Blue Jacket*, *Lady Jane* and *Foam*. Class D-Z, *Mandra*, *Sunny* and *Illusion*.

KEN OLLAR

—Photograph by Rogers
The able 48-ft. ketch *White Hart*, which Anthony and Bridget Reeves sailed recently from the West Indies to Victoria, B. C.



A KETCH FROM THE WEST INDIES

ALL the way from the British West Indies to British Columbia, Anthony and Bridget Reeves sailed their 48 foot ketch *White Hart*, and now that they have settled in the Pacific Northwest they plan to use their graceful craft for tuna fishing off the coast of Vancouver Island and Washington.

White Hart is powered with a Chrysler Crown engine with 3:1 reduction. Equipment includes a Bendix sounder, Apelco telephone D/F. Propeller shaft is of monel. The vessel was built on the Grand Cayman Islands, and the frames are natural bends of Cayman mahogany, with planking of pitch pine; the guards are of greenheart. Rigging is stainless steel.

The voyage took a little more than three months, of which two months were spent on the run up the coast from Panama Canal to Victoria, B.C.

Performance of the *White Hart* as a fishing vessel will be watched with special interest, because few of the albacore and tuna craft operating in North Pacific waters depend on sail. A few years ago, however, Bill Tellier introduced the idea with his *Black Dog*, which has operated successfully out of Victoria.

NEW FLAGSHIP OF L. A. YACHT CLUB

DR. DONALD W. BARBER, Commodore of Los Angeles Yacht Club, has sold his Ten Meter *Branta* to Hank Banning. This boat has accumulated a tremendous racing record since she was brought to this coast from New York in 1936 by Don Ayres.

Commodore Barber immediately bought the Eight Meter *Yucca* from Wesley D. Smith. This boat was built by T. R. Dittmar of Newport Beach in 1937 for W. A. Bartholomae, Jr. from designs by N. S. Potter. At that time the interest in the Eights was at its peak. *Yucca* immediately became one of the hottest contenders. In construction she was undoubtedly the best Eight on the coast, no money being spared to secure the best in material and workmanship. She will now become a "converted" Eight Meter, with an engine and comfortable cabin accommodations. This has not seemed to affect the speed of the other converted Eights, so we can expect to see the name of *Yucca* in the winning column once more when the Commodore recovers from his back injury.

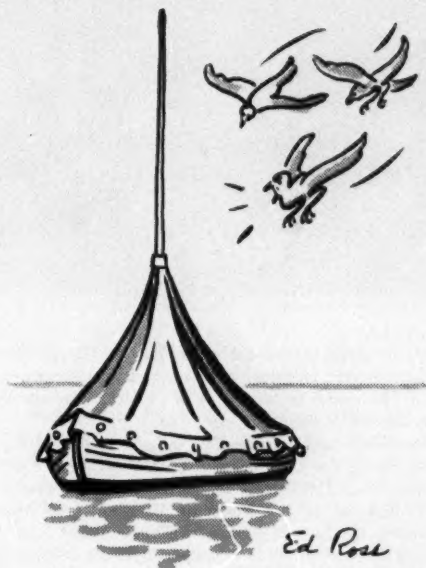
PENGUIN NEWS

THE Balboa Fleet opened the racing for May by competing for the Frederick C. Brewer perpetual trophy at the Balboa Yacht Club on May 3-4. At the close of the racing, defending cup holder, George Ruby, in *Rascal* had kept his hold on the trophy with a score of 5 points. In second spot was Bob Woodward with 12 points in his *Meenie*.

The following week-end, May 11-12, Alamitos Bay and Balboa Fleet members made the trek to Los Angeles Yacht Club for some exciting racing at that Club's Spring Invitational for small boats. At the end of the first days races, Sid Exley of Alamitos Bay and George Ruby of Balboa were tied with a first and a second place apiece—and again at the end of the fourth race with but one race to go the score was tied again. In this last race George Ruby got off to a good start while Sid Exley found himself enmeshed with other racers so the final results were 7¼ for Ruby in *Rascal*, 10½ for Exley in *SuPaJ* and in third place was Bob Woodward of Balboa with 17 points in his *Meenie*.

18 Alamitos Bay boats turned out on the 18th and 25th to compete for their Fleet Championship crown and also the right to represent the Fleet at the National Regatta in August. Six races were held in good sailing breezes and the final winner was Sid Exley with 86.2 points in his *SuPaJ*.

On May 18 the San Diego group had their Fleet Cham-



"A mean trick, I call it!"



—Photographs by Ruskauff

Above, right: The Fireflies were one of seven competing classes in Alamitos Bay Yacht Club's Memorial Day Regatta. Here Bill Kelley's *Glow Worm* defeated Herb Worcester's perennial champion *Yump'n*.

Below: Overall view during ABYC's Memorial Day Regatta. Boats in the foreground are to be removed to new moorings at the end of the bay before the July 4th regatta, providing more room for racing.





A herd of El Toros jammed at the turn during the Oakland Centennial Regatta sponsored by the Lake Merritt Sailing Club and sailed on Lake Merritt.

pionship series, an annual tussle for the George Jessop trophy. Marvin Herrman won the championship crown in his *Ski-Dew* with Gerald Fisher in *Cometa* second and Barbara Sinnhoffer third in *Touche*.

San Diego and Mission Bay engaged in some friendly team racing for the Braemer Trophy on May 25th at Mission Bay. This trophy was donated by Tom Scripps in 1926 and can be challenged for in any type of boat—this time the San Diegans chose Penguins and came out with a score of 137.9 as against 99.4 for the Mission Bay team. 12 boats were in the racing.

The Balboa Fleet telescoped their Memorial Day series at the Balboa Yacht Club into two days of good racing on May 30-31. It was Bob Woodward's week-end as he took four firsts and a second, winding up with 5 points in his *Meenie*. Second was National President, Charlie Rook, in *Mo*. Fleet Captain Bob Nicolaus took third in *Bay Bee*.

LEAH RUBY



—U. S. Coast Guard Photos
From left: Captain Austermann and Admiral Leslie at the Fleet Review on Lake Washington.

REVIEW OF CG AUXILIARY CRAFT

AFORMATION of 78 Coast Guard Auxiliary craft passed in review on Lake Washington May 18th before Rear Admiral N. H. Leslie, Commander of the 13th Coast Guard District.

The review was held in the south end of the lake near Seward Park.

The reviewing ship, the 105-foot *Endora*, was under the command of Edward Hiney, Commander of Flotilla 29. W. L. Barclay and J. A. Clark were crew members.

Accompanying Admiral Leslie were Captain Wm. J. Austermann, Chief of Staff; Commander A. E. Harned, Chief of Search and Rescue Section; and Lieutenant Commander M. L. Skaret, director of Auxiliary.

Admiral Leslie was the first Director of the Auxiliary Division when it was founded in 1939.

Following the review and maneuvers, the Auxiliary craft tied up to the 83-foot Coast Guard Cutter patrolling the review to listen to a short address by Admiral Leslie.

SAMMAMISH SLOUGH SEQUEL

THE famous Sammamish Slough race for outboards, beginning on Lake Washington and going up the slough, (story on page 26 of June, 1952, *PMB*) had a sequel when the racers shot the slough with water ski competitors in tow in the Golden Water Ski Race.

It was a thrill a minute, many dunkings, and Bob Jacobsen at the wheel and Bob Jennings on the skis teamed up to win. Jacobsen, in his Mercury-powered racer *Dynab-Mite* also won the Sammamish Slough race in April. The D-2 event was won by Bill Farr at the wheel and Bob Waite on skis and Norma Williams won the women's event, towed by Jim Spinner.

Part of the U. S. Coast Guard Auxiliary Fleet assembled to hear the address of Rear Admiral N. H. Leslie, Commander of the 13th C. G. District, following the review on Lake Washington on May 18th.



TWENTY-KNOTTERS CLUB

ONE of the most unusual boating clubs in the country is the Seattle-based 20-Knotters. This club and its three basic annual cruises stress informality. All the member boats are members of other yacht clubs. But the point is that (1) a boat must be able to cruise 20 knots to be in the club and (2) on the organized cruises the flotilla travels at 20 knots.

Jack Henderson is the commodore, Dan Lundin is the vice-commodore, and George F. Cropp is secretary. The Aero Marine Club sponsors the groups and acts as "club-house."

The three cruises for 1952 include Fisherman Bay, Lopez Island, June 14 and 15; Harrison Hot Springs, July 25, 26 and 27, and the cruise that was held to Linger Longer Lodge, Quilcene, on Hood Canal, May 17 and 18.

UNITED STATES POWER SQUADRONS By RUTHERFORD B. HAYES

THE Seattle Power Squadron has completed their Spring elementary Piloting classes, the largest ever, at the University of Washington Adult Educational Center, which 223 attended. Of these, 61 took the examination at the completion of the course under Past Commander Lawrence W. Kemmish. Included were 15 ladies and six Girl Scout Mariners.

The Seattle Squadron has changed the location of the monthly meetings to the Veterans Memorial Building of the American Legion. Meetings will continue to be held on the third Thursday of the month throughout the year.

Seattle now is the proud owner of one of the famous mascot plaques created by Charles J. Lamb, Jr., a Squadron member, presented to Commander Baker by Commodore Everett G. Henry of the Rainier Yacht Club, which is sponsoring the start of the International Cruiser Race this year. These plaques are presented to visiting officers to promote better friendship and sportsmanship.

Of the 800 boats in the Opening Day parade in Seattle the *Moonmist* of Walter M. Hupp, flying the burgee of the Tyee Yacht Club, won the silver tray for the best decorated boat.

Past Commander Theodore Harris, who is Vice Commodore of the Queen City Yacht Club, won their Course and Compass Race on Lake Washington in his *Quilceda* defeating 15 other contestants.

The Tacoma Power Squadron held the annual dinner meeting for new members on May 12, at which time 30 were presented their membership certificates in the United States Power Squadrons, after they had been given their Squadron Pledge by District Commander R. G. McCann of Seattle. Of this group nine were from Bremerton where a USPS charter has been applied for by members of the Bremerton Wing of the Tacoma Squadron.

BALBOA POWER SQUADRON

ELEVEN Balboa Power Squadron sail boats took part in the Ensenada Race and member John Kimble won the Governor of Lower California Trophy for first in Class C Arbitrary Handicap, with a crew of Squadron members aboard his 32-foot yawl *Seasharp*.

Robert Boyd, a past Commander of our Squadron, was Ensenada Race Committee Chairman and Hay Langenheim, also a past Commander, was a member of the race committee. Showing that while our power boat men are active, the sailing skippers have their day also. We have just held



The Twenty-Knotters leave the locks at Ballard for Quilcene on May 17th. Dan Lundin's *Jokehama* is in the foreground.

our annual rendezvous at Emerald Cove, with thirty boats and 146 members and their families. Robert Graber, skipper of the *Georgia Belle*, was chairman of a highly successful affair. Lincoln Clark, skipper of the *Thistle*, won first prize in the anchoring contest. Commander Hal Holtz was chef for the shore barbecue. Morgan Noble, a PIC skipper of *Stormy Weather*, has just been honored by the National USPS Headquarters for achieving a grade of 100% in his Advanced Piloting course examination. James Stoddard has been made a member of the National USPS Committee for Junior Navigator Course, first such appointment from this coast. Courses in Piloting, Advanced Piloting, Seamanship, and Navigator will be given in the fall and will be open to the 194 members of this Squadron and women Certificate holders, as well as to members of any USPS Squadron.

LOS ANGELES POWER SQUADRON

WEEK-END 23 and 24 May 1952 saw the invasion of the Isthmus at Santa Catalina Island by Los Angeles Squadron of United States Power Squadron. The

Billedick, Matthews Cruiser owned by Staff Commodore William C. Warrington, Newport Harbor Y. C., was a visitor to San Francisco Bay recently. Here she rests at Grindstone Joe's in the Delta Country.





—Photograph by Ruskoff
Bill Horton, former Commodore of Los Angeles Y. C., won the right to represent the United States in the Dragon Class in the Olympics at Helsinki, in the eliminations sailed at Bellingham on May 9th, 10th and 11th Here he is practicing for the big event in Los Angeles Outer Harbor. His crew is Bill Horton, Jr., and his daughter, Joyce. Mrs. Horton and Bill Lapworth are crew alternates. The Olympic Races will take place from July 20th to 28th.

Squadron was headed by Commander A. McOuat, with Commander Hal Holtz of Balboa Squadron, Commander Tom Sloan of Santa Monica Squadron and District Commander Harold Tracy as his guests. The fleet was comprised of 49 boats, Don Banks N with his amphibious plane and 210 skippers and crew men.

This was one of the largest fleet operations to the Isthmus in the history of local yachtsmen.

Saturday evening all skippers and crew men enjoyed an outdoor beef barbecue dinner at the beautiful Isthmus Pitcairn Club, followed by a colored Red Skelton movie ably shown by Dr. E. Schultz N.

BILL MYERS N.

—News-Press Photo
Planning the summer program at Santa Barbara Yacht Club. The cannon will be the prize for the best-kept yacht of the season. Commodore Tom Crawford is seated between Mrs. L. H. Chamness and Mrs. J. J. Hollister, Jr.



MONK-DESIGNED CRUISER LAUNCHED

ONE of the latest custom built cruisers to be launched in the Puget Sound area came down the ways of the Eddon Boat Works, Gig Harbor, on May 28. She was built from an Edwin Monk design for Keith G. Wildes of Juneau, Alaska. Mr. Wildes is general agent for a life insurance company. (Plans for this sedan cruiser appeared in April, 1952, PMB, page 49.)

The owner plans to use her for sport fishing, hunting and cruising. She has a Chrysler Royal Special 165-hp engine, operating at 2.04-to-1 reduction and will cruise at 12 knots and have a top speed of 16 knots.

Another boat from this same design is building by H. G. Halls, Victoria, at the Canadian city.

—Photograph by Ken Ollar
Nyllic IV, Keith Wilde's new 33-ft. Monk-designed cruiser, is launched from the Eddon Boat Works at Gig Harbor, Washington. Juneau, Alaska, will be her home port.



SATISFACTION

THERE'S many a yacht club member who knows just how it feels to wait many, many years to get the yacht basin improved and then suddenly to realize that the project has been culminated and the work completed.

This great satisfaction has just come to the members of the Tacoma Yacht Club. The club has needed more mooring space. It is situated in a man-made basin, with levees of slag from a smelter. Other dredging equipment, not husky enough for the job, had failed trying to crack the hard crust of the basin.

In the meantime Commodore Frank Heffernan, who worked tirelessly for a long time to have an improved yacht basin, saw the opportunity. The *H. W. McCurdy* was brought down to Tacoma from Alaska to dredge a waterway for the city. Here was the chance. He brought his cohorts of the club into action and the day came that work was started. It proved very tough going. It was touch and go whether the job would be completed. Horace McCurdy, Puget Sound Bridge & Dredging Co., president, and a prominent Northwest yachtsman himself, has drawn high compliments for his assistance in the tough project. The dredging has been completed and soon 100 more stalls will be available for the club. Room to grow in.

SANTA BARBARA SEA

SANTA BARBARA YACHT CLUB formally opened its new clubhouse and grounds at the historic harbor on May 17 with ceremonious raising of flags, reception to 300 invited guests, including officials of Southern California yacht clubs.

Commodore Tom S. Crawford raised his flag, along with a Bear Republic Flag presented by Reina del Mar Parlor, Native Daughters of the Golden West. Wives of members served tea and cakes in the spacious lounge which they previously had furnished and decorated.

Offered for inspection of the public was a new redwood dinghy house with 24 small boats of the club's fleet installed in separate compartments. Alongside was a group of tall lockers for gear of 20 or more yachts. There was a patio, floored with 5000 bricks laid by members on previous Sundays and a barbecue pit all enclosed with redwood fence.

Ceremonies in the clubhouse centered around a ship's cannon from the steel schooner *Invader* presented in 1924 by a Montecitan member at the end of a South Seas cruise.

A recent party at the Stockton Yacht Club.



Old and new clubhouses of the Portland Yacht Club, as seen from the river side. When the first section of the new building is completed, the old building will be removed and sand will be pumped from the moorage area to fill the grounds about 8 ft. deep, to the eaves of the old building. The ballroom will be erected upon the fill. Below: The dredge, *H. W. McCurdy*, working in the basin of the Tacoma Yacht Club. Most of the boats have been removed to clear the area for the dredge.



Revived will be the practice of inscribing on cannon-side the name of the best-kept yacht at each annual inspection.

Directorate of the club is working on a new idea of scheduling regattas and class races only six weeks ahead. Semanna Nautica (Marine Week) July 2-5, which in-

(Continued on Page 44)

—Photograph by W. C. Sawyer

Jim Dickson (right) and the crew of his *Jubilo*, which won the race of April 26th, Arbitrary Division, from Los Angeles Yacht Club to Newport Harbor.



There's Nothing Quite BOATING IN

Seattle

I was indeed pleased at the recent announcement of PACIFIC MOTOR BOAT AND SEA magazine uniting into one publication. I am sure that under the united influence of both magazines Pacific Coast yachting will get an immense amount of help, for only in this way can yachtsmen in such a widespread area be brought in close contact with each other. Congratulations for your foresight in uniting to help keep the Pacific Coast one of the leading yachting areas in the world.

Commodore, Pacific Coast Yachting Ass'n

Seattle

It is pleasant to look back and to note how many years we have been advertisers and readers of PACIFIC MOTOR BOAT. We are pleased to learn that you will, in July, merge your publication with SEA to give the Pacific Coast yachting fraternity a bigger and better monthly magazine.

President, Marine Supply Company

Seattle

SEA and PACIFIC MOTOR BOAT magazines are to be complimented on their recent joining of hands. The talents of the staffs of the two organizations when combined will be reflected in bigger and better issues in the interests of all of our groups.

The International Power Boat Association has been especially pleased at the manner in which both publications in the past have assisted and helped to foster successful International Cruiser Races year after year.

President, International Power Boat Association, Inc.

Seattle

I am pleased to learn of the consolidation. I have enjoyed my contact with both publications and have appreciated the effort that has been made towards accurately reporting the activities of the *Slo-mo-shun*.

The merger should give the Pacific Coast a most outstanding magazine and I extend my very best wishes for its success.

Owner, *Slo-mo-shun*

Vancouver, B.C.

The consolidation of the two magazines will give Pacific Coast coverage from Vancouver and Victoria right through to San Diego and should appeal to all your readers. I have been a subscriber for both magazines for as far back as I can remember. Any small contribution I may be able to make as a still actively interested yachtsman will be more than a pleasure on my part.

Member, Advisory Board
SEA magazine

Los Angeles

Merging of SEA with PACIFIC MOTOR BOAT is a fine move. As one of the oldest marine equipment distributors in the West and a user of advertising in marine journals for 30 years or more, I now have the opportunity to reach the entire field with one journal.

Vancouver, B.C.

I have subscribed to both these magazines for a good many years, and would like to wish the combined publication every success for the future.

Staff Captain, Royal Vancouver Yacht Club

Seattle

The Northwest Marine Industries takes this opportunity to offer congratulations on the consolidation of those two wonderful boating magazines, PACIFIC MOTOR BOAT and SEA.

This will mean much to the marine industry.

President, Northwest Marine Industries, Inc.

San Diego

This move will go a long way to give broader coverage to boating on the West Coast to all the interested readers. Wishing you all every bit of good luck for your new venture.

Gould Hardware & Machinery Co.

Newport Beach, Calif.

Since being advised of the merger of SEA magazine and PACIFIC MOTOR BOAT, I have given the matter considerable thought, and in the final analysis it seems a very fine thing from the advertiser's standpoint. I wish to extend my sincere wishes for a prosperous publication to SEA and PACIFIC MOTOR BOAT.

President, Kenneth E. Wilson Co.

Seattle

On behalf of Corinthian Yacht Club of Seattle I extend congratulations and best wishes on their combination. Sailing and pleasure boating deserve an outstanding magazine such as your combination will give.

Commodore, Corinthian Yacht Club

You, who to us represent the best people in the world, who have turned a sport into a wonderful, family enjoyment without losing the tang of fun and competition, are reading the first edition of *SEA and PACIFIC MOTOR BOAT*. This July issue marks the combining of the Pacific Coast's two boating magazines into a single, broader publication.

These two favorite magazines bring together a total of more than 64 years of service to pleasure boating on the Pacific Coast. The experienced staffs of both publications continue in order to give you your favorite, lively topics of boating preference and the strongest possible service to advertisers who serve you.

The aim of the editorial pages of the combined magazines, *SEA and PACIFIC MOTOR BOAT*, is to truly represent pleasure boating.

We realize that this sport has become extremely diversified, with branches and sub-branches leading in every direction. Each will receive our serious attention and study, and will appear in our pages in an amount proportionate to the number of its readers and potential readers.

Our problem in this respect is not nearly so difficult as it once was. At one time the various groups tended to look askance at one another. Continued contact between them, however, has given them an understanding of each others' interests, while many individuals have become members of more than one group. Examples of these are the large numbers of those in the marine business who own boats, the many sailing dinghies used by power cruiser owners, the way sailboat owners suddenly buy power boats and vice versa, the many sailboat men who witness speedboat races, the effective help rendered by power boats during sailing races, the way boats of different types lie close together in our crowded anchorages with consequent rubbing out of prejudices. And so we could go on indefinitely reciting reasons why today's boating people are the most tolerant of all time, but it isn't necessary. All hands realize that this is so.

Thus it is that well-written articles and news items are read with interest by most boating people regardless of where they are or what type of boat they own. There are also many problems that

Sea

North Hollywood

Congratulations to you for the forward step you have taken in combining PACIFIC MOTOR BOAT with SEA magazine. To the advertisers this merger should mean expanded coverage at less cost and to the yachtsmen it should mean better reading because of the consolidation of the news coverage.

Marine Sales Manager, Pacific Division,
Bendix Aviation Corporation

Like Being a Part of THE WEST!

are common to the entire fraternity, such as the care and operation of marine engines, for who doesn't use them today?

We are all acutely aware of the need for more boat harbors and marinas. In fact, this need is so great that it has become the principal obstacle to the greater development of our sport. Boating people are taxed outrageously by government in its many forms and receive nothing in return. No; they are receiving one thing—lip service for their harbor projects. It must be one of the principal objectives of SEA and PACIFIC MOTOR BOAT to try to give all boating people a collective voice that can be heard in this matter.

The editorial pages will continue to help. We must get down to cases, too; endeavor to help the boatman with the purchase and planning and maintaining of his boat. We will help put over races and other events and to tell the story of them. We will help groups of power and sailing men to grow and enjoy their particular form of the sport. We will be really helpful to the marine business, and remember always that its advertising makes the magazine possible. We will encourage cooperation between those in this business and the boat owners. We will try to interest new people in what we believe to be the finest pastime in the world, and we will generally present the interesting and pleasant sides of boating.

The growing populations of the west are endowed with the finest, natural, year-round boating waters in the world. Fresh and salt waters that have already nurtured so many "first and greatest": the world's biggest predicted log cruiser race—the Pacific International; the biggest and longest blue-water sailing classic—the Trans-Pacific Honolulu race; the largest International sailing race, Newport Harbor to Ensenada; great one-day events—like the 1952 Opening Days at Seattle and San Francisco with upwards of 1000 pleasure craft in one parade; the finest outboard and inboard racing—topped by our own Slo-mo-shun's winning the Gold Cup, Harmsworth and all speed records; regattas and events every week of the year.

This sheer enthusiasm of our citizen-sailors will make the sport grow. SEA and PACIFIC MOTOR BOAT intends to keep reaching out, developing with it. And the greatest encouragement of all to growth is the fact that Pacific Coast boating has room to grow in.

AND PACIFIC MOTOR BOAT

Venice, Calif.

We extend sincere congratulations upon the merger of SEA and PACIFIC MOTOR BOAT—two fine magazines which, in combination, should provide the boating enthusiast the very best in coverage. The West Coast deserves such a publication—we thank you for providing it.

De Silva Boats

Ralph

Wilmington, Calif.

It is a step in the right direction. Having been intimate with the publishers and editors of both magazines for these many years in yachting activities, it is a fine thing to see them combining their efforts into what should be one of the finest national marine magazines of all time.

Paul W. Hiller

Seattle

We wish to compliment your magazine on the editorial "Nation's Busiest Canal" on page 3 of the May 1952 PACIFIC MOTOR BOAT. This editorial ably pointed up the importance of the Lake Washington Ship Canal and its companion improvement the Shilshole Bay Breakwater. We have noted where PACIFIC MOTOR BOAT and SEA magazines have been made into one publication for the Pacific Coast. We are pleased to see boating get the strongest possible editorial coverage and we like the idea of projects, like our breakwater, enjoying full support of this new magazine.

Assistant Manager, Ballard Branch,
Seattle-First National Bank

Portland

I would like to compliment PACIFIC MOTOR BOAT magazine for its active job of promoting and building interest in boating among people in the Northwest. The addition of SEA magazine should make it one of the leading magazines of the country.

President, Staff Jennings, Inc.
STAFF JENNINGS

San Francisco

To us this appears to be a very progressive step, as it will give the marine industry a better advertising medium. A surprising number of readers purchase marine magazines for the advertisements as well as the editorial matter. The consolidation, with the resultant larger variety of advertisers, should be beneficial to the buyer, who generally wants a wide selection. In the writer's opinion, the Pacific Coast has needed but one marine magazine of this type and congratulations for this constructive step.

Weeks-Howe-Emerson Co.

San Francisco

It is with great pleasure that I have learned of the consolidation. There is no doubt that the joining of these two fine publications will provide the pleasure boating people with a better and more interesting magazine. It will be a convenience for those of us who purchased both magazines to have all the material of both of them, plus added features, in one publication.

Dorn Properties, Inc.

San Francisco

I was very happy to learn of the consolidation. This very progressive step should certainly result in providing the pleasure boating people with a new and exciting publication.

This consolidation should result in a saving and convenience to the readers, which in these days of high living costs is much appreciated.

The Miller Freeman Publications are to be congratulated for making possible a better and more interesting magazine to the many readers of both magazines over the entire world.

Managing Director, St. Francis Hotel

Tacoma

Congratulations on incorporating PACIFIC MOTOR BOAT and SEA magazines into one publication. Good sailing.

Commodore, Tacoma Yacht Club

Alhambra, Calif.

The Los Angeles Speedboat Association sends its sincere congratulations to the new SEA-PACIFIC MOTOR BOAT magazine.

Let us know if we can be of any assistance on your new venture.

Secretary, Los Angeles Speedboat Assoc., Inc.
Secretary, Los Angeles Speedboat Assoc., Inc.

Seattle

The best boating news in a long time. A real boon to West Coast readers and advertisers.

Naval Architect

Los Angeles

We fully approve of the merger of PACIFIC MOTOR BOAT with SEA. The expanded, well-rounded circulation of the combined magazine presents an ideal advertising medium for us, as marine suppliers, giving us a good investment for our advertising dollar.

Seattle

May I compliment you and your organization on the addition of SEA magazine to the family! The present arrangement to combine the two certainly meets with my 100% approval.

President, Bryant's Marina

Portland

The coming merger of PACIFIC MOTOR BOAT and SEA is an excellent thing, with the understanding, of course, that a reasonable equality be maintained between the interests of Southern and Northwestern yachtsmen.

The wider coverage and increased circulation should strengthen the advertising situation, and make possible a stronger and better publication.

Harris Ice Machine Works

INDUSTRY ITEMS

DISTRIBUTOR OF WIX COOLERS

THE Wix Cooler Company of Seattle has appointed the Fremont Electric Company, of the same city, as distributors for Wix Cooler products in the Territory of Alaska.

Fremont Electric Company received the appointment only recently but are already laying the groundwork in the Territory. Don Brastow, Fremont's Alaska salesman left for Alaska May 18 to contact and acquaint Fremont's marine dealers with the new line.

The Wix Cooler Company, although a comparatively young company, has already obtained distribution throughout the United States. They manufacture Heat Exchangers and Galley Maids for marine installation.

CHANGES IN N. W. BOAT OWNERSHIP

WASHINGTON BOAT CENTER, Seattle, reports an increasing activity in the used-boat market as summer has approached and changes in ownership of well-known boats.

Howard Cunningham of Portland has sold his 40-foot Forder cruiser to Dick Jones of Seattle, former owner of the *Islander*, and in turn has placed an order for a new 62-foot Monk-designed cruiser with the Forder yard which is at Kenmore, Wash.

Margaret M has been sold for Frank McHugh of Lloyds Transfer of Seattle to Sid Hull of the Fire Equipment Co. of the same city. Hull, who sells fire protection systems, is changing the name of the boat to *CO2* and will use it not only for his own pleasure but to demonstrate his apparatus.

Among other sales were that of the 31-foot Richardson cruiser *Bonita* for Wes Hall to Dr. Tom Carlisle of Seattle, the Fairliner *Mimi* for Tom Clark to the George Kings of Bellevue, and the Steelcraft *Goeduck* to Ed Crowe of Olympia.

CRUISERS SOLD BY SHAIN

GOING back to a policy of building and marketing followed prior to World War II, the Shain Manufacturing Co., of Seattle, makers of Trimmership boats, has recently sold a partially completed 36-foot cruiser to

E. H. Lundberg of Portland, Oregon, and has taken an order from a Seattle man for another to be handled on the same basis but of a different design. In both cases Shain builds the hull and cabin only and the owner finishes the job. The first boat is designed after the Trimmership standard airflow express cruiser, but the second has been redrafted to have the same profile as the larger Trimmership boats, with pilot house, galley and dinette on the same level and cabins forward and aft.

THREE NEW CRUISERS FOR PUGET SOUND

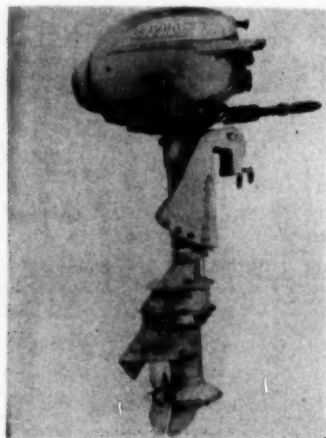
THREE new cruisers will hit the water from the ways of Grandy Boat Co. of Seattle before the season is far along. Now nearing completion with a June delivery date in view is the 53-foot Monk-designed triple-powered cruiser for Albert Bloss, plans of which were recently published in *Pacific Motor Boat*. She will be powered by twin 125-hp Scripps motors with a smaller Gray motor installed in the center for emergency and trolling use. Now in frame is another Monk-designed boat, a 42-foot heavy duty cruiser for E. A. Albauge of Seattle. The hull is modeled after the popular and seaworthy Alaska limit seine boat and the motors will be twin Chrysler motors. Another unique boat is a Bryant 32-foot seiner that is being converted to a cruiser by Grandy for N. Archambault of Friday Harbor, Washington. Her engine will be a Chris Craft.

NORTHWEST MARINE INDUSTRIES

THE Northwest Marine Industries, Inc. took a holiday as far as formal meetings are concerned by holding its final spring session May 27 at Seattle. Meetings will be resumed in the Fall.

The new president, Russell Gibson, had his various committees make reports and outline plans for the coming year. Frank Morris, a member, spoke on boat financing.

Wind and Spray, a new 16-mm color film of Pacific Coast boating, prepared and distributed by the Standard Oil Co., was shown. This film is available to groups along the Pacific Coast. Marine clubs and organizations can call the main Standard Oil offices along the coast and make contact for this free motion picture film.



Johnson Motors have received an order totalling more than a million and a half dollars from the Army Corps of Engineers for outboard motors. Johnson's engineers developed this 25 H. P. model especially to fill this order. It is similar to the company's Standard model used on pleasure and commercial craft.



Louis H. Forsythe is now General Manager of Staff Jennings, Inc., Chris-Craft Headquarters in Portland, Oregon.

SPERRY'S "MAGGIE"

ONLY twenty-five years ago that economic asset, or luxury—whichever you prefer to call it—Automatic Steering was enjoyed by a limited number of steamship operators. It is now in universal use in large vessels, and has in fact been brought within the means of fishermen and yachtsmen. Twenty-eight tuna clippers, most of them from San Diego, are now equipped with a smaller version of the well-known Sperry Metal Mike automatic pilot. The instrument used in the tuna clippers, however, is known as the Magnetic Compass Pilot, or "Maggie" for short, and steers the vessel on a magnetic compass heading rather than the gyro-compass heading of the larger and more expensive equipment.

Tuna clippers are out from 60 to 90 days, sometimes cruising as far as the Galapagos Islands or off the coast of Peru in search of fish. On such long trips as this they may steer on a given course for several days. Relief from the wheel is, therefore, an important reason for having the Magnetic Compass Pilot. It is of great assistance to the navigator also, who can set a course at night with the knowledge that it will be strictly and accurately followed until daylight or until the course is changed. If the weather is overcast so that he cannot obtain a fix, he knows that he should stay pretty close to his dead reckoning with "Maggie" doing the steering, as his only major unknown factor will be drift. Other important contributions of the Maggie are the saving of fuel and time in going to and from the fishing grounds.

So many yachts are using the Magnetic Compass Pilot that too much space would be required to list them all. But the number is increasing all the time.

TWENTY YEARS WITH HEBGEN

JOE HERNA, for many years an outboard racer, in May celebrated his twentieth year with B. H. Hebgen Co., Ltd., in Los Angeles. Joe specializes in the small boat lines which Hebgen represents.

J. H. CZOCK

THE many friends of J. H. "Jake" Czock, 55, special representative of the diesel engine division, National Supply Co., were shocked to learn of his sudden death in Salt Lake City May 7.

Mr. Czock had many years experience in the marine diesel engine business, having worked for Worthington and Fairbanks-Morse & Co. In 1929 he joined the Atlas Imperial Diesel Engine Co., with headquarters in Oakland. While with this company he built up a host of friends among fishermen, workboat owners and operators, and other users of marine diesel engines.

When Atlas sold its marine engine business to National Supply Co. in 1950, Mr. Czock was appointed special representative of that firm, with offices in Oakland.

He leaves a wife and a married daughter.

NEW ELECTRONICS EQUIPMENT

THE trend on Pacific Coast yachts to better electronics equipment, more of it, for safety and ease of boat handling is exemplified by recent sales of Bendix Depth Recorders through Pacific Marine Supply Co., Seattle.

W. E. Boeing's big *Taconite* has its gig equipped with a Depth Recorder for the purpose of sounding harbors and inlets for anchorages while cruising Puget Sound, British Columbia and Alaska.

H. H. Bothel has one on his 63-foot *Bothel* and Dr. Carl



One of the 16-ft. Kettenburg Tuna Tenders adapted to yachtsmen's use. This new one, the *Scandia II*, is owned by Heber Erickson, whose K-38 *Scandia* is one of the West's outstanding blue water racing sloops. She is driven by a Chrysler Crown, straight drive and has a speed up to 30 miles.

Jensen has purchased one for his *Adios*. The *Adios* recently received some publicity over running aground near Victoria, but this was prior to installation of the electronics equipment, which had already been purchased.

BENDIX ACQUIRES PHOTO-ELECTRIC CORP.

IT has been jointly announced by A. B. Dickson, president of Photo-Electric Pilot Corporation of Seattle, and R. C. Fuller, general manager of Pacific Division of Bendix Aviation Corporation, North Hollywood, that Bendix is acquiring the assets of Photo-Electric Pilot Corporation, including all designs and engineering. Bendix will produce the Photo-Electric Pilot at its North Hollywood plant. Dickson is joining the Bendix organization in an executive capacity. He has had twenty years experience in the marine pilot field.

Pacific Division of Bendix first entered the marine field in 1947 with its electronic depth recorder. Since then five new models have been added to the line and Bendix depth recorders have become virtually standard equipment on fishing vessels and on many other types of craft throughout the world.

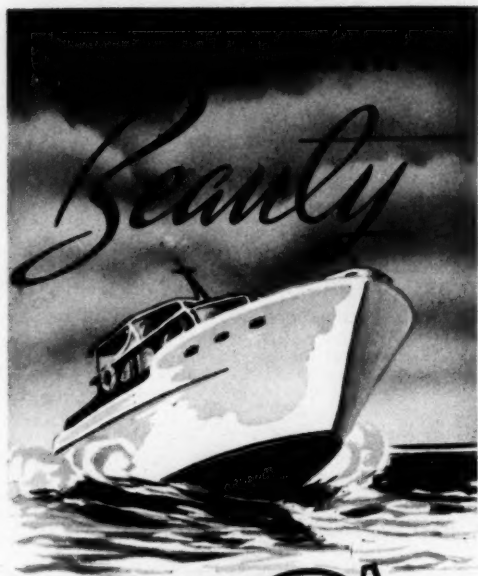
KLAMATH RIVER RACE

THE Annual Klamath River Race for outboards is scheduled for July 5th and 6th. This is a long race, involving about 200 miles of the river, about 130 miles of which are white water. The big hazard to equipment is the abundance of rocks and boulders in the stream bed. It is well for drivers to reinforce their drive shafts and shaft housings and to carry propeller guards.

This sporty race is bringing out many entries and it is always a favorite with spectators.

JESSICA WILL TRY NORTHERN PASSAGES

THIS magazine will have more exploits to relate of the doughty little 55-foot yawl *Jessica*, which cruised last year to the Hawaiian Islands and back as related in Talcott Ostrander's interesting article in the May number of Pacific Motor Boat. If present plans do not fail, her owners, Sidney Gerber and Ted Jacobsen, will leave in her in July for a month's cruise through Alaskan and British Columbia waters and expect in that time to cover a wide area of waterways. In the tidal passages that will be encountered on this cruise she will undoubtedly get much help out of her Buda diesel engine rather than relying so much on sail as in her deep sea trip.



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(Continued from Page 39)

cludes an Around-Anacapa race for larger craft and harbor-channel races for smaller boats, is being programmed by Chairman Wiley Cole. —JAMES F. DORRANCE, SR.

SAN DIEGO YACHT CLUB NOTES

July Preview

THE long Independence Day Weekend will see our Predicted Log fleet off on a two leg series via Newport to Catalina. P.C.s will sail their National Championships at San Diego on the same three days.

The Commodore G. E. Bowles Trophy Handicap is slated for July 6, in the Bay. Starlets will open their Summer Series, while One-Tenners will go to sea for the first of the Marina Trophy Series.

P.C.s will continue duelling on the 13th, with L.A.-Newport-S.D. team races. Stars are scheduled to close the Blue Star Elimination on the same day, while Penguins sail the last of a Gearing Trophy Series.

On the 20th P.C.s start the Fox Trophy Series. Stars initiate the Gold Star Eliminations, while the fair young things will stage the Starlet Girls' Day Race.

The last day of the month will find everyone at the S.C.Y.A. Regatta.

Opening Day

The May 11 Opening Day Ceremonies had a new locale this year, centered around the new bridge on the foredeck of the clubhouse. Commodore Gordon Frost opened the year, introduced his officers and announced Inspection winners.

Thirty-five yachts turned out for the Jessop Trophy (Opening Day) Handicap which was won handily by Herbert Sinnhoffer's *Sea Gypsy*. George Jessop's *Varya* flew all the way home but failed to save her time by about 4 minutes, placing second. Ten minutes behind *Sea Gypsy* at the finish was Dudley Williams' *Janley*, in third place. The Coronado Y.C. Lightning Fleet and a number of Coronado and Southwestern Y.C. craft entered the race.

John Fox' *Zorra* won the P.C.C. National Championships May 17 and 18. After two masterful firsts on Saturday, *Zorra* dropped to fourth in the third race to hold her lead only by $\frac{1}{4}$ point over Dudley Williams' *Janley*, in second place. Defender Gartz Gould's *Ballerina* finished third. Weather was perfect for the series.

Five Penguin crews trailered over to Mission Bay Y.C. on May 25 to challenge for the Braemar Trophy, an inter-club team-racing tradition. Fleet Captain Herb Sinnhoffer, Bert Israel, Gene McCormack, Gerald Fisher and C. R. LaDow brought the trophy home. The score: 137.9 to 99.4.

Larry Davis won the annual Starlet Coronado and Return, in *Skidoo* at months' end. Katie Hanna's *Wba' Hoppen* was second and Bobby Frazee, in *Tipit*, third.

Predicted Log

S.D.Y.C. power cruisers raced to Coronado Islands, on predicted log, May 25. Captain L. R. Gray's *Grayling* won the event, with a percentage of error of 1.98. H. R. Weiss' *Natalia* and Burr Carroll were close together in second and third place.

Fishing

The comings and goings of fishermen at the club are pretty continuous. Dr. Clarence Rees brought in a 17 $\frac{1}{2}$ pound halibut the other day on *Manana II*. The Frank DeArmans took a party to La Jolla waters recently and caught sixteen white sea bass averaging 5 pounds in an hour and fifteen minutes. Their guests, Dr. S. Dean Mc-

THE COMMODORE CRACKS THE WHIP



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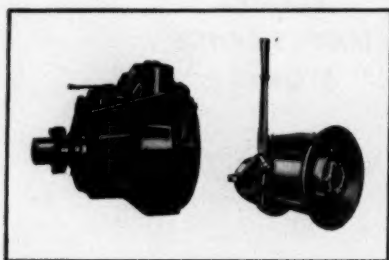
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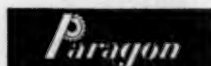
- ★ Ball bearing Operating Sleeve
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Paragon, pioneer in development and manufacture of marine transmissions for light craft, has been principal supplier of reverse and reduction gears to major marine manufacturers for nearly half a century. Make sure the boat or motor you buy has the Paragon seal on the transmission.

Paragon Gear Works, Inc., Taunton, Mass.



REVERSE AND REDUCTION GEARS

Bride, Caesar Pastore and Carlton Palmer were quite naturally pleased with the catch. Dr. Kenneth Warfield brought home two beautiful yellowtail from a recent jaunt to Los Coronados.

Flash

Denny Barr, who sailed *Mickey* northward some weeks back, has returned home with a large side of yachting bacon in the form of the Buckner Cup, prize of San Francisco's gruelling 150-mile Buckner Cup Ocean Race. Her crew included son, Ned Barr and Jerry Ryan, both of S.D.Y.C. She says that the race included just about every kind of weather except fog.

Mrs. Barr intends to return north soon and try some of that fine cruising in the waterways of the Sacramento delta which she has been reading about in *Sea*.

SAN JOAQUIN SCUTTLEBUTT

MILLERTON MOORINGS—

The boats were close together,
The wind was really chill,
The excitement of the race was such
That we were almost ill.
Down round the point the sailboats went
To round the buoy "three."
But woe, to our surprise,
No buoy did we see.
We hunted high, we hunted low,
We even on the shores did go,
But since we couldn't find poor "three"
Decided to go round a tree.
The race was o'er and I had won—
(The day had been a lot of fun!)
When o'er the line the last boat sailed—
(To find the buoy, he, too, had failed.)
"Since when" said he to them and me,
"Did buoy three become a tree?"
I argued till my voice grew weak.

We'll race the race again next week! (I.S.)

The above refers to just one of the difficulties that Millerton sailors have recently encountered. During one race, all boats but two sailed the wrong course; the last two boats, of course, won the race.

SAN JOAQUIN RIVER SAILORS—The Stockton Sailing Club gave a test to all their married couples. The test was in the form of a "Ladies' Day Race," in which the wife skippered the boat, and the husband crewed. It was the prediction of the club that any couple which could weather that experience together, could weather almost anything. First in the handicap race was Mrs. Glen Pearson's *Glissando* (formerly Chuck Squire's 22 square meter); second was Mrs. Bob Wente's *Gem*, a Delta; third was Ruth Fulton's *Moonmist*, a Bird; and fourth was Mrs. Bill Barnett's *Escape*.

Stockton Yacht Club recently welcomed into its membership John Cunha of San Leandro (cabin cruiser, *Yvonne M.*), John Humphreys (*Hypo*, runabout), J. J. Mangusto of Stockton (*Rosetta*, cabin cruiser), and James Glasscock (*Lil Flower*, runabout). Club fishermen no longer have to clean their fish at home, thanks to Gus Marengo, who donated and installed a special sink with running water for cleaning fish, located on the visitors' dock. Eight Stockton boats participated in the All-Clubs Sail Regatta on the San Francisco Bay. Two fourth place winners were John Eccleston's *Tule Sprite* (Junior Clipper class) and Henry Brandstad's *Coquette* (8-A Handicap class). The



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Club Cruise to Guisti's at Miller's Ferry on the North Fork of the Mokelumne River was attended by 42 people in 10 boats. The boats were the *Can Can*, *Ruth Q*, *Marja*, *Namwob*, *Nadena*, *Blue Gill*, *Neptune*, *Helene*, *Audrey*, and *Pol Mar*.

The Delta Yacht Club is now going full steam ahead on their preparations for the annual Fourth-of-July party, when cruisers from many parts of California will visit the island clubhouse. Four meals will be served: Friday dinner, Saturday lunch, Saturday dinner, and Sunday brunch.

SACRAMENTO YACHTSMEN—Braving the possible wrath of certain senators, the Sacramento Yacht Club has set up a five-year plan for clubhouse and facilities improvement. In their opening day parade, Al Olds of the Sacramento Outboard Club took a first for the best decorated cruiser. Ralph Hill of the same club had the best decorated outboard, while Ed Brown won in the speedboat class. Jahnigan's *Delta Princess* added to her decorations by taking aboard Patricia Lehman, 1952's Miss California, who was Sacramento Yacht Club's guest of honor.

IRENE SANFORD

UNDER DIAMOND HEAD

By BOYD HILL

KANEHOE YACHT CLUB finished one series, ran off another, and started a third during May, to make it possibly the busiest sailing club in the Islands for the 31 days.

Lightning class competition for the Rathbone-Deaton cup, which permitted spinnakers to be used, wound up on May 4. After a tight trio of races, Bill ("Puka") Hole and his *Genie* led the class home and topped the scoresheet, ahead of Wally Hawkins' *Mikibala* and Cy Gillette's *Nubbin*. Trailers were Phil Fisk's *Victoria*, Jess Ryno's *Pookela*, and Ray Buisseret's boat.

The hardy, venerable Mid-Pacifics, fighting for the Cooper Cup, saw Bill O'Heron ring up 14 points for series high, with Harry ("Hut") Hutton second over Jens Schultz, Sr., Bob Wood, and Bobby Edmundson.

While on the subject of M-Ps, an Hawaiian version of the restricted Suicide Class, Bob Wood has been working hard rebuilding the KYC fleet. He has done considerable detective work on neighborhood islands and in odd parts of Oahu, and is constantly digging up remnants of the one-time big M-P aggregation. There is possible modernization in sight: Overlapping jibs are being tested, and may become standard for the MidPacs. They are expected to add a bit of speed, particularly off the wind, and make the M-Ps more of a match for the Lightnings.

Next event on the KYC May calendar was the Fisk Novelty Regatta, with the Priscilla Fisk award up for the Lightnings, the Phil F. trophy for the M-Ps. After a 'round and 'round in the seadrome area, Herb Brundage led the MidPacs for Phil's prize, followed by Jens Schultz and Hut Hutton. Among the Lightnings, Bill Hole waltzed away with the Priss prize, trailed by Cy Gillette, Wally Hawkins, and Commodore Ryno.

Starting their five-heat class championship regatta on May 25, KYC skippers watched Les Darnsted run up two wins in a row for the M-Ps, while his opposition scattered, giving Darnsted a commanding but not yet decisive lead. Things were more even among the Lightnings: Gillette took his first two races, but was threatened all along the course by both Hole and Fisk.

On the leeward side of the island, Waikiki YC re-sched-

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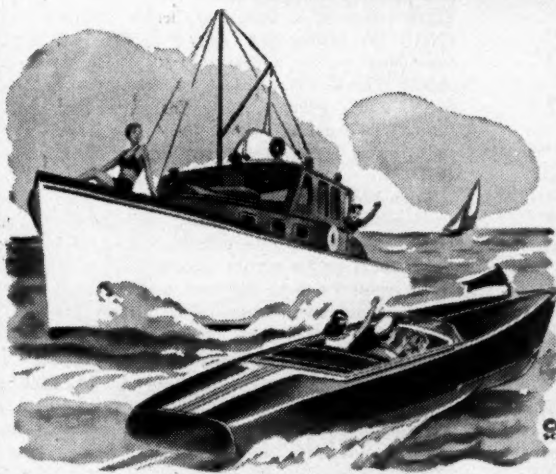
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uled its Star Invitational Series to allow the last race of the regatta to be the sail-back from the proposed race to Pearl Harbor on National Maritime Day.

The WYC boats still raced back to Honolulu, but series standings had pretty well been decided beforehand. Len Crosby's PC *Malibini* murdered its opposition for the umpteenth time and took its event handily from Al Majoska's *Ebu Kai*, Paul Withington's *Bluejacket*, and Hal Zercher's *Mistress*. Henley Dillingham's *Mokihana* walked away with the S-boat prize, though Frank Rothwell's *Solitaire* won the last two races. In the 210s, Jerry Sheeley's *Snake Pit* had no trouble with Commander Dodd's entry, taking three in a row. Another runaway was Jim Rukin's performance among the Mercuries; his three wins decisively defeated Bill Wohlfarth, Grant Morse, Ellis Harris, and Mort Fitzpatrick. Even the usually battling 110s didn't show much; Larry Haus' yellow *Sheeter* took two firsts and a second for undisputed first over Bob Morine, Fred Gross, Warren Upper, and Jay Vincent.

Hawaii YC's big event of the month was the Honolulu to Diamond Head to Pearl Harbor handicap race, which brought out 12 auxiliary cruisers competing under HYC's arbitrary handicaps. The boats plugged out in fine fashion and found, when allowances were applied to elapsed times, that Bob Hill's tiny 22-foot ketch *Lio Kai* had shaded Harold Dillingham's big schooner *Manniwa* (elapsed winner) by almost an hour on corrected times for the top spot. Third place (corrected) went to Rip Yeager's yawl *Maui*, ahead of Ralph Mesick's ketch *Mermaid*, Lyle Allen's big yawl *Traveller*, Herb Hall's ketch *Fayth*, Paul Hoff's burly ketch *Neboa*, Jack Rosebrook's sloop *Pupule Too*, Ray Elsmore's ketch *Mahimahi*, Dick Sweet's sloop *Teeni*, Dick Dole's yawl *Typee*, and Don Doyle's miniscule sloop *Anne*.

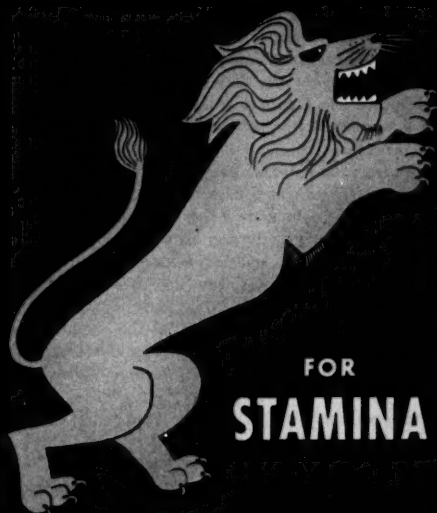
Honolulu's newly-formed Ala Moana Motor Boat Club turned out for its first official competition on a predicted log race over much the same course as that taken by the windjammers. AMMBC's boats were a cheery sight, dressed for the event, and Manuel Vincent's *Castle* had a music group and hula dancers aboard. After the committee had checked finish times against predicted times, Dr. H. T. Wong in his 45-foot cruiser *Eureka* took the trophy with a plus error of five seconds. Second spot went to Joe Soffra's *Kupiki* (minus 41 seconds) over Clendis Bishop's *Deneice* (plus 1:33), Mickey Finn's *Patty R* (3:46), Ed DeRego's *Stella Maris* (4:00), *Charlotte* (5:30), owned by a non-clubber, Yoshida's *Gay* (11:42), Commodore John Hartmann's *Aloha* (15:02), Larry Chang's 18-foot sampan (20:00), Wilbur Burt's *Lydia* (34:45) and—with music and dancing going strong on deck—Vincent's *Castle* (47:05).

Ralph Wolbert's ketch *Noname*, en route to Seattle, was announced as "overdue and feared lost" and raised some blood pressures around the yacht basin. Fortunately, before people could get too worried, *Noname* checked in near the Coast, reported a rough trip, went aground off the Oregon shore, but finished the cruise safely.

OPENING DAY AT VANCOUVER

MORE than 125 craft of all types and sizes took part in the opening day of the sailing season for Royal Vancouver Yacht Club May 17. Commodore Clark Gibson in the club's flagship *Norsal* took the salute.

The saluting precedent was reversed, however, when the Royal Canadian Navy's *Fairmile* from H.M.C.S. *Discovery*



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(naval training station), flying the white ensign, returned the *Norsal's* salute after the flagship had dipped her blue.

The *Fairmile*, manned by naval reservists, was commanded by Lieutenant Commander Bill Davidson.

Pattern sailing by the Star boats featured the opening day's events. More than a score of these trim craft with multi-colored hulls slipped past the *Norsal* giving a smart demonstration of sailing.

Ships from the Kitsilano and Burrard Yacht Clubs joined the sail-past, with Commodore Bob Cullen heading the Kits contingent and Commodore Ralph Maddison in *Janra* leading the power boats of Burrard Yacht Club.

Two brothers, Phil and Sid Miller, won the right to represent Vancouver, B. C., in the Star class Olympic yachting trials at Toronto in June. They won the two-day British Columbia trials, ending with a total of 13¾ points. Second were Ed Perry and "Shorty" Hunt, who ended with 13½ points, while Bud Roulstone and George Forbes trailed with 10¼.

The trials comprise six races on a four-mile course in English Bay, and they were the closest in years. They were held under auspices of the Royal Vancouver Yacht Club.

The all-Canadian trials take place in Toronto June 28 to July 1, and the winning crews will fly to Finland for the races to be held there July 20 to 30.

If the Vancouver crew does as well in the Olympics as the late Harry Wylie, who founded the English Bay Star fleet in 1923, they'll be happy. After being fouled out of the first race, Wylie placed third at Los Angeles.

Kitsilano Yacht Club of Vancouver, B.C., had its opening day ceremony May 31. One of the interesting features of this club's schedule this year is the smallest boat of all, the 8-foot Sabot, of which there will be about 30 this season.

The first Sabot race was scheduled for June 11.

MISSION BAY BREEZE

By VIRGINIA CHAUSSEE

A QUICK glance at the calendar shows much activity has taken place on Mission Bay in the weeks past.

The Spring Series closed with the usual dinner honoring the triumphant. The victors lined up like this:

Thistle	Seth Brown	Blenny
	Art Prager	Amiga
Lightning	Ken Glazebrook	Delilah
	Bill Pirie	Adios
Int'l 14	Carl Eichenlaub	Catorce
	Jack Brabban	Banshee
Penguin	Don Adams	El Toro
	Bob Roberts	Luana Lyn
Sabot	Louis Bedford	W'ba Hoppen
	Phil Blair	Double Check
Handicap	Phil Acker	Tempress
110 class	Ray Clever	Sealance

It is interesting as well as refreshing to note the "new" names climbing into the winner bracket.

Annual Opening Day Inspection was held on May 18. Gay and colorful, this day carries its own special flavor of excitement. The spanking bright Herb and Les Hales, Penguin class, came up with top honors in the Catboat division. Jack Brabban, who has been in the winner class for a long



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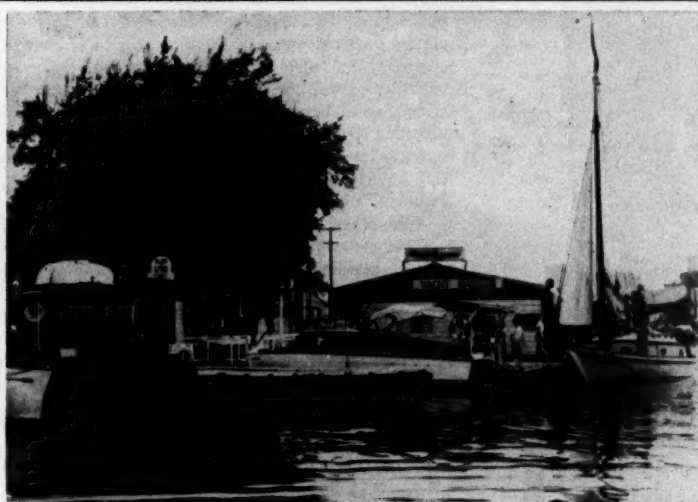
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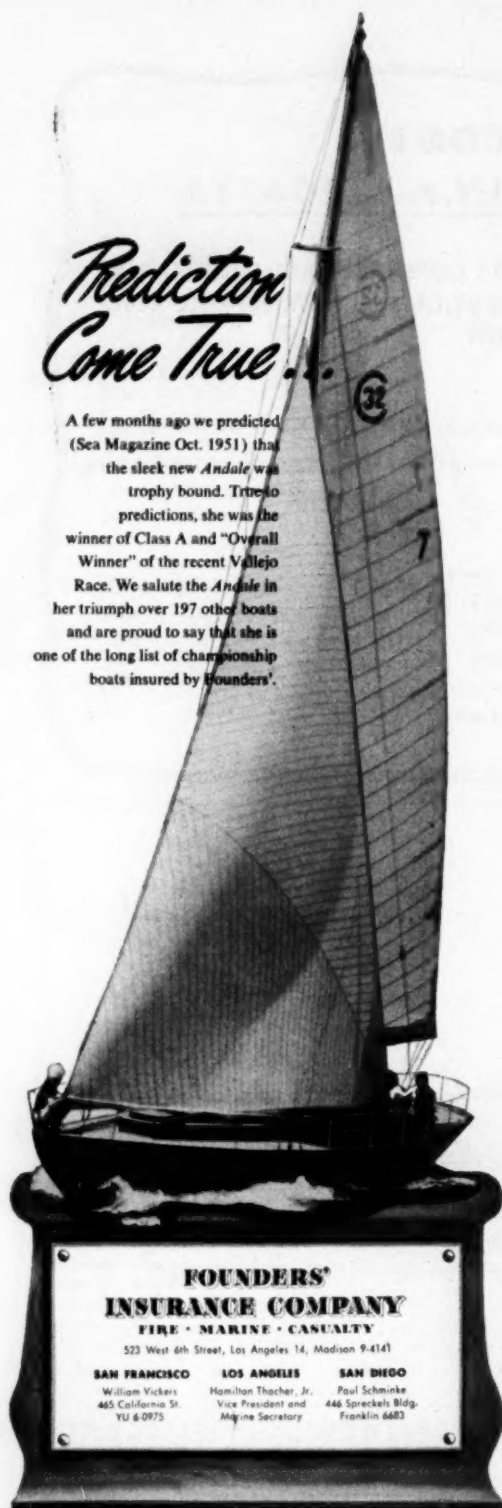
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time, won the nod of approval for the sloop division with his sweet and hot Int'l 14 *Banshee*. Sweepstakes winner was again Les Hales.

The annual Handicap, the Asher Pier Memorial Race brought the following skippers to a win: Jack Brabban in his Int'l 14 came in first; Dr. Movius in Skimmer *Chinook* placed second; Don Adams brought his Penguin *El Toro* in for a third.

The Memorial Day Regatta brought forth quite an array of boats in all classes. Results ran as follows:

Thistle	Seth Brown
	Le Roy Lenhardt
Int'l 14	Bill Sutherland
	Carl Eichenlaub, Jr.
Lightning	Comm. Norval Diamond
	Bill Pirie
Skimmer	Bob Gales
	Dr. Movius
Flatties	Ken Vance
	Joe Hill
Sabots	Helen DuPaul
	Jean Downham
Penguin	Don Adams
	Herb Hales

SAN FRANCISCO BREEZES

WILLIAM C. WARMINGTON, staff commodore, Newport Harbor Yacht Club and Catalina Yacht Club, brought his sturdy Matthews forty-four, *Billedick IV*, to our northern waters for a visit this month. The ship left Los Angeles on the 11th of May and proceeded to Santa Barbara, thence to Port San Luis, Monterey, Santa Cruz, and San Francisco. A good solid nor'wester was encountered at Conception, which stayed with them until they reached Monterey. At that time they entered a fog which they remained in until reaching the Golden Gate and getting inside the sheltered waters of the Bay. Skipper Warmington reported that all of his gear worked well and he was especially pleased with the performance of the Raytheon Fathometer, which he used to run the 25-fathom curve as he proceeded up the coast. He said also that his Kirsten photoelectric pilot did yeoman's service along with his Apelco RDF.

Commodore Dan London took his great golden fleet of the Chamber of Commerce on a cruise to Stockton over the weekend of 23rd of May. The ships comprising the fleet were the flagship *Seascope*; the *Husky*, Douglas Dorn; *Mary K.*, Harry Baruch; *Eagre*, Jim Elliott; *Sea Angel*, Vern Dollman; *Hog-n-bog V*, Belden Gardner; *Pee Kay Two*, Paul Koss; *Elizabeth Sue Ann*, Les Vogel. The fleet carried 70 prominent business men from San Francisco on a good-will trip to visit Stockton and see the beautiful San Joaquin River and Delta country.

Lester Stone is still working intermittently on his new ship, which he plans to keep for himself, and expects to have it completed for sailing next season, particularly for the Honolulu race.

The Oakland Yacht Clubbers are becoming famous for their culinary efforts. Recently they served a gin-fizz breakfast wherein 300 fizzes were consumed along with 240 eggs. The aroma of the breakfast was so powerful that the Sausalito sailors sitting at their club inhaled a good whiff of the delectable concoction and managed to get over to Oakland in time to partake of the repast.

The Palo Alto Sailors announced that they have organized Fleet 29 of the Nationals. Don Hillier will be the new



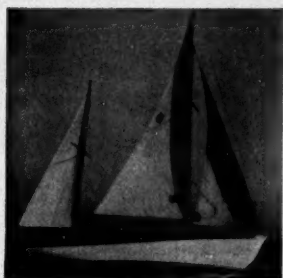
One of the popular pre-war express cruisers built by Fellows and Stewart '47. She has twin 140 h.p. Gray engines on Vee-drives in a separate engine room under the rear deck; they are hydraulically controlled from both the bridge cabin and the flying bridge; there are two heads, lockers galore, electric refrigeration, and a permanent dining nook opposite the well-arranged galley. There are accommodations for four in two large cabins with the best beds you ever slept in. She is completely furnished as to linens, blankets and rugs. The trim, cabins and joinerwork are all of the best teak; and the boat has been professionally maintained. The owner is asking \$14,000.



Here is an Alden schooner with a new Gray Diesel, new sails and new rigging. She sleeps fifteen, has one double and two single state-rooms and crew's quarters for four. She has two heads, one bathtub, radio, an adequate deep freeze, hydraulic controls, teak decks and trim, and a nice dog house. Dimensions are 80'x18'9"x10'2". Priced at \$25,000. May be seen at our marina by appointment.



For Sale—This seagoing Anglerman Ketch, 34' x 11'3" x 5'4", completed in 1946. Sleeps 5. Sails by Wafts, a Gray 16 HP auxiliary. She is ruggedly built and has many extras. Full headroom, radio phone, shipmate, and electric head. In commission and may be seen at Pt. Loma Anchorage. Asking \$14,850.



This Harreshoff "28" built in '48 has full equipment, including Ship-to-Shore, aux. generator, plastic berth covers, boarding ladder, stainless rod stays, sleeps 3. In excellent shape throughout, and priced low at \$4125. Universal Utility 4.



This PCC is truly beautiful; the topsides are pastel yellow, cabin tops are blue, and the mahogany is a deep red color. The boat reflects pride and professional care in every particular. She has a complete set of nylon sails in new condition, including main, working jib, genoa, and spinnaker. All deck fittings are heavily chromed. Ship-to-shore, buffet, and folding dinette are all custom installations. There are full covers and lifelines. Running rigging is all linen. Auxiliary and equipment are in good-as-new condition. Owner's health requires sale. \$22,500.



Going cruising? Here's a 36' Harreshoff Ketch built in 1947, powered with a 25 HP Kermath. She has a new suit of nylon sails and nearly 2 complete extra sails. New stainless rigging put on just a year ago. She is laid out to sleep 2 and has a 3 ton hold for supplies or (?). On board is \$350 worth of provisions, 2 extra coils line, spare parts for engine, etc.—all equipped for a southern cruise. She is rigged for single handed cruising and sails as only a Harreshoff boat can. Dimensions 36'7" x 9' x 4'8". Owner says sail. \$4,500.

POWER	
25' Custom Chris Express, Chrysler Royal '50, Auto Pilot, Sips. 4	\$ 5,000
28' Jeffries Express, New in '50, Cadillac Kettering, fast, sleeps 4	7,900
20' Sportfisher, bait tank, Jeep conversion	850
29' Twin screw Chris Express, Rebuilt Crown, bait tank, fast	4,800
26' Owens '50 Twin screw express, radio, extras	7,800
34' Owens Twin screw '50, extras	9,900
34' Chris Commander '51, twin 145's boat like new	18,000
38' Express, custom built '46, twin 225 Scripps, teak decks	15,000
34' Eico, Crown, sleeps 3, new paint, excellent	2,800
40' Fellows & Stewart, rebuilt Hall-Scott, Gray aux, sleeps 6	5,500
24' Diesel Sportfisher, sleeps 2, radio, bait tank and pump	3,900
42' Diesel conversion, sleeps 4, radio, extras, dinghy	4,600
38' Chris double cabin enclosed bridge, teak decks, dinghy twin screw	17,000
44' Ashbridge, sportfisher, twin Royals, sleeps 6, extras	15,000
35' Custom cruiser, '43, Crown, radio, flying bridge, ask	3,950
16' Tender, teak decks and trim, Universal 4, husky	750
20' Cruiser, sleeps 4, Kermath 4 cylinder '49	1,250
22 Cruiser, '43, Chrysler Royal, fast	2,000
48' Diesel sportfisher, lots of extras, Gray	11,000
42' Diesel conversion, sleeps, cost 18,000, refig., etc. Ask	4,500
32' Ketterburg, Mahogany, Crown '48 Express, sleeps 4	4,900
33' Sportfisher, bait tank, sleeps 2, Crown	4,500
42' Diesel Cruiser, '46 sleeps 6, radio, direction finder, etc.	7,500
112' Subchaser, twin 1200 HP Diesels, Diesel Aux., good shape	22,000
90' Custom Diesel, twin screw, 4 Gen. Motors, Gm. Aux. every ex.	75,000
20' Jeffries, Radio, Direction finder, Cadillac, extras	3,500
2 New 26' Sportfishers, excellent, extras	Try offer

SAIL	
18' Mercury Class Sloop, clean, fast	\$ 650
20' Sloop, sleeps 2, Gray 25 HP Aux.	1,875
25' CCC Sloop, new sails, Gray 25 hp	3,950
28' Harreshoff H-28 Ketch, sleeps 3, Onan Aux.	6,125
34' Block Island Ketch, sleeps 4, gray-try	7,900
28' Hanna Gulfweed, sleeps 3, 35 rig, gray aux.	4,280
34' Anglerman-Wilbo Ketch '46, every extra, sleeps 4	14,850
34' Ashbridge Seafarer, sleeps 4, gray aux., new nylon main	5,500
80' Alden schooner, new Diesel, sails and rigging, teak decks	25,000
24' Sloop '47, 2 HP Lauson, sleeps 2	2,450
54' Alden Ketch, Diesel Aux., Sails	20,000
42' Luders Sloop, 2 sets sails, built '48	19,500
44' Luders Yawl, built '50, Diesel aux.	35,000

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For Sale—Auxiliary 10 Meter Sloop, built 1927. Powered with Kermath 4-cyl. 40 H.P. gas engine. Mahogany planking, lead ballast, hollow spars, Swedish plow steel rigging, 12' dinghy. Complete inventory of 13 sails. Accommodations include one large double stateroom and 4 additional berths. Owner's stateroom and main cabin beautifully paneled. Dimensions: 58' x 38' x 11'6" x 7' 6". Priced to sell at \$16,500. Inspection by appointment. Contact George Michaud Co.

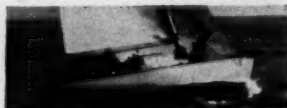
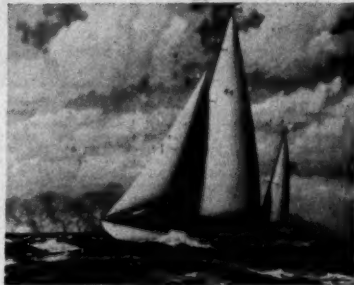


For Sale—16' Learcat one-design Catamaran. Seats 4 in large roomy cockpit. Can't sink. Available completely, unpainted and in kit form. Easily trailered. A thrilling day sailer-racer. See them now at California Yacht Anchorages.



For Sale—Possibly the most beautiful 75' Yacht in California. Teak decks, houses and trim. Owner's accommodations include 3 double staterooms and 1 single, 2 electric toilets, 1 bath. All teak finish below. Large complete galley and adequate crew quarters. Powered with 2 Hall-Scott Invaders installed 1946. Kohler light plant, pressure system, hydraulic controls, etc. Dimensions: 75'x39'x14'x8'6". Price recently reduced to a most attractive figure.

For Sale—Outstanding beautifully built Aux. Yawl, converted from schooner in 1947, at which time all new sails and rigging were installed. Since then a new Watts main last year, new model tanks, complete refurnishing and refinishing have been added. Teak decks and houses, hollow spars, stainless rigging, Chrysler engine, Onan light plant, new hydraulic engine controls, radiotelephone, R D F, all new canvas covers, chrome fittings, etc. She sleeps six in maximum comfort, huge galley, electric toilet plus adequate crew quarters. A truly beautiful yacht in every respect. Dimensions: 64'x44'3"x15'3"x9'8". Shown by appointment only to clients who appreciate the best.



For Sale—Island Clipper Sloop built in 1946. Oak frames, fir planking, bronze fastened, lead keel, hollow spars, Watts sails, Kermath 4-cyl. engine, radio-telephone, CO-2 fire system, etc. These fine aux. sloops provide excellent racing and maximum cruising comfort for 4 adult people. Large galley and toilet room, comfortable cockpit. Dimensions: 44'3"x30'x9'6"x8'6". Contact George Michaud Co., exclusive agent.



For Sale—A very popular Herreshoff H-28 Ketch. Built in 1927 of fine plain materials, all-inboard rig. Powered with 1-cylinder Falcon gasoline engine. Sleeps 4 and has galley, but no toilet. Hollow spars, Norge sails 1949. A husky, smart little cruising ketch. Now in commission. Price \$5000.00.



For Sale—Practically new Sportsman, husky small cruiser. Built of oak frames, cedar planking, bronze screw fastened, trim is mahogany. 60 gals. of fuel in 2 tanks, 15 gal. water tank, Chrysler Crown power. Speed about 15. She sleeps 2, has enclosed toilet room, good galley, etc. Round bottom, large cockpit. A truly fine small cruiser. Dimensions: 25'3"x24'x8'3"x2'6". Price \$5000 plus sales tax.



For Sale—One of the Best in the West. 40' Twin Screw Elco. Built 1948, has had very little running time and has been and is beautifully maintained and equipped. A top boat available at much less than replacement. Located at Newport Harbor. Shown by appointment through George Michaud Co.

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SAIL BOATS
2-22' Aux Sloop, Sleep 2, Roomy Cockpit. \$1,100
28' H-28 Sloop, Sleeps 4, Bilt. 1947, Univ. Aux. 4,000
25' Aux. Yawl, Bilt. 1939, New Sails, New Gray Engine 2,750
30' 1948 Duneligan Sloop, Sleeps 4, Radio, Many Sails 10,000
36' Learcat Class Catamarans, NEW BOATS, Sleep 4 \$7,500 & 9,900
38' Beautiful Mahogany Cutter, Bilt. 1947, Sleeps 6 17,800
40' Fast, Sleek 8 Boat, Sleeps 3-4, 10 HP Aux., Head 20,000
44' Excellent Wilbo Racing Yawl, New Watts Sails 39,000

POWER BOATS
18' 1951 Chris Craft Speedboat, Seats 4, Kept in Storage 2,200
26' 1951 TS Essans, Sleep 4, Radio, RDF, Royals 9,500
32' Sport Cruiser, Slip. 2-4, Bait Tank, Radio, Gray 4,000
39' Sportfucker, Sleeps 6, Radio, Bait Tank, Chry. 5,000
40' 1947 Harco 40, Just Completely Refinished, Tw. Royals 22,500
40' 1938 TS Matthews, Tw. Royals, RDF, Radio, Pilot 6,000
54' TS Cruiser, Old but Comfortable, Slip. 8, Radio 11,500
30' 1947 Huntcraft in beautiful Condition, Slip. 4 7,800

40' TS ELCO 1948, new Royals in '49, Owner wants imm. OFFER. \$24,500
40' TS MATTHEWS 1947, terrific list of extras 23,000
46' TS CHRIS flying bridge 1946 20,000
48' TS CHRIS fly bridge '39, new Royals '51, ASKING 35,000
63' Late TS fly bridge cruiser, cruises 25 knots 52,000
63' Late STEPHENS reds. & rebit. deluxe TS Diesel yacht 80,000
100' plus, TS Diesel yacht, beau. cond., just reduced to 8,900
26' TS FAIRLINER 1947, in beau. cond., extras 4,350
27' Beau. aux sloop '48, sl 3, fine sailer, ASK 5,000
28' H-28 cruising ketch '49, sl 4 1,950
34' Aux. 6-metre sloop, a real buy at 6,500
34' Husky cruising ketch, Block Island type, a buy 13,500
44' Island Cruiser sloop 1946, no explanation 15,000
44' World Cruising quality cutter, sl 8, many sails

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277'x38'x16' Steamship, licensed for 1600 coastwise day passengers and freight handling. Gross tonnage 1985; net 1184. Has two triple expansion engines. Iron hull. Economical speed 12.5 knots. Cargo capacity 8236 cu. ft. (50 tons). Priced for immediate sale by offers. Shown by appointment only.



A 67' AYR powered by twin 6-71 Diesels. Recently installed extra water and fuel tanks for long range cruising. Diesel generator, many extras. Asking \$25,000. Also available same boat powered by 630 H.P. Hall Scotts.

CRUISERS

32' Utility type speedboat. New 275 hp Hudson	\$ 1,000
18' Runabout, built 1950. Clean	1,500/offer
22' Runabout, built 1941. Mercury 110 hp.	1,500
22' Cruiser, built 1946. Ball tank	2,250
28' Sportfisher, rebuilt 1945	2,500
23' Sportfisher, built by York 1946. Chrysler	2,750
24' Jeffries Sportfisher, 100 hp Mercury	2,750
25' Cruiser, built by Steelcraft 1946. Will trade	2,900
26' Flying Bridge Steelcraft. Chrysler 115 hp.	3,350
30' Sportfisher and Charter. Licensed for 16	3,500
30' Motorsailer. Sleeps 5. Clean	3,750
30' Cabin Cruiser, built 1945. Universal	3,900
36' Higgins Sportfisher, converted '49. Diesel eng.	4,000
40' Sportfisher. Ball tank. 6-71 G.M. Diesel	5,500
32' Cabin Cruiser. Built by Hunter. Chrysler	6,000
47' Mot. cruiser, bilt. by Matthews. New Gray eng.	7,500
30' Huntcraft, built 1947. Ball tank	11,500
43' Water Taxi. Licensed for 38. Twin 143 hp Royals	9,000
45' Seacraft yacht type. Owner anxious	10,000
36' Cabin Cruiser, built by Drake 1947. Two Crowns	11,000
55' Cabin Cruiser, Two 275 hp Hall Scotts	11,500
110' Sub-Chaser, extra engine	10,000
104' Diesel Cruiser. Two 6-71 G.M.	13,500
52' Cabin Cruiser. Sleeps 4. 2 Hall Scotts	14,000
52' Diesel Sportfisher	15,000/offer
65' Diesel Cruiser. 115 hp Caterpillar	18,500
39' Diesel powered Sportfisher. Built 1951	19,000 offer
28' Sportfishing cruiser, built by Kettensburg 1948	20,000
83' TS Diesel Cruiser, built 1943 by Wheeler	20,000
110' Sub-chaser. Rigged for towing	20,000
104' Diesel Cruiser, built by Stephens Bros. 1943	22,500
41' Matthews Sport Cruiser	24,000
49' Flying Bridge Cruiser, built by Shain 1947	25,000
43' Wheeler Cruiser. 2 G.M. Diesels	25,000
83' TS Diesel Cruiser, built by Wheeler	25,000
65' Shain Cabin Cruiser. Two Chrysler Crowns	29,500
85' Cruiser, built by Fellows & Stewart. 4 Grays	37,000
56' TS Stephens Cruiser. Sleeps 8	38,000
75' Cruiser, built by Kettensburg. 2 G.M. Diesels	45,000
76' Cabin Cruiser, 200 hp Diesel	55,000
100' Luxurious Twin Diesel Yacht	60,000
78' Diesel Cruiser. Sleeps 8	75,000
105' TS Diesel Cruiser, built by Wheeler	100,000
118' Defoe Cruisemaster, built 1947. 4 G.M. Diesels. Every extra including radio, compass, and newest radar equipment. Cruises 15. Appointment must be arranged for.	



FISHERMAN'S SPECIAL this 28 1/2'x10 1/2' Cruiser built 1951. Powered by 160 hp fresh water cooled Packard. Cruises at 18 knots. Electric winch. 100 watt radio. Price \$6,000. Firm.

SAIL

25' Cutter, built in Norway. Gray engine	\$ 1,650
26' Ketch, built 1946. Kermath	1,800
26' Ketch, converted 1949	2,000
25' Ashbridge Sloop. Universal	3,750
28' Sloop, built by Jacobs	3,900
35' Herraschoff Ketch. Sleeps 5. Kermath	5,000
42' Sloop, built 1946. Sleeps 7. Gray engine	7,500
34' Gaff Head Cutter, built 1950. Universal	9,500
45' Aux. Schooner. Gray engine	9,500
37' Sloop, built 1946. Gray	10,500
47' Aux. Yawl. Built Fellows & Stewart, Inc. Sips. 6	15,000
50' Aux. Schooner. Chrysler power	16,500
58' 10 Meter. Excellent racing record	20,000
83' Aux. Schooner. Sleeps 10. Gray	28,000
106' Aux. Schooner. Atlas power	30,000
71' Aux. Diesel Schooner. Your inspection invited.	

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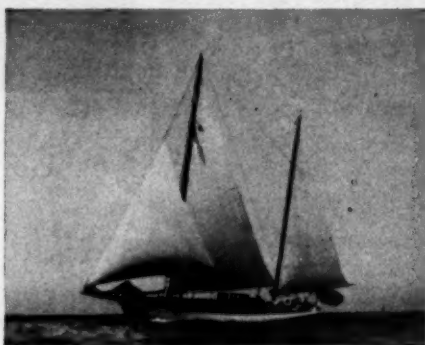
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MOONGLOW

SAIL

33' Rhodes, 2 suits excel. Watts sails	\$ 3,800
32' Kettenburg P. C. Sloop, many extras, excel. cond.	3,750
26' Aus. Sloop, 2 to choose from, Popular CCC class	3,300
24' Cabin Dory, 32 HP Gray, bait tank, fishing equip.	1,500
4 Star Boats	\$500 to 1,900
2 Albatrosses, both have excel. records	\$1,475 & 2,000
22' Aus. Crosby Cat, New sails, 20 HP Gray, slips, 2, Hd.	3,000

Left: Exceptionally roomy deep water cruising ketch, 40'x11'6"x7'. Designed by Atkin, built 1939 of the finest materials. 2" mahogany planking 1 1/2" mahogany decks, 1800 lb. lead keel, all specially cast bronze fittings. Accommodations for 4, 400 gals. water. Powered by Gray 4-28. Equipment includes ship to shore radio, R.D.F., Television, 8' Dink, Aus. charger. A good buy at \$18,000.00



POWER

75' T.S. Fan tail yacht, slips, 10, many extras, excel. cond.	\$45,000
65' Fan Tail livable family yacht. Fathometer	25,000
65' T.S. Yacht, new fuel tanks, water pressure system	29,500
52' T.S. Cruiser, fast, many extras, fine boat	14,000
49' T.S. Fly Bridge Cruiser, dual controls, elect. ref.	25,000
38' T.S. Hunter, ss radio, 2 dinks, bait tank, new chrome	11,750
38' Cruiser, slips, 6, 1 owner boat, comfortable, good	8,500
35' T.S. Elco, Auto Pilot, Bait Tank, Dinghy, Complete cover	16,500
34' T.S. Cruiser, Bilt. 1946, for long range cruising	11,500
33' T.S. Chris Craft Sedan, ss radio, covers, bilt. '48	12,250
31' T.S. Owens, ss radio, full covers, very clean	8,500

Many smaller boats, both sail and power

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president, and Bill Laine new secretary. They expect to have monthly meetings of the organization and plan a series of races for the rest of the season. Once again PAYC has invited the yacht clubs of the Bay to use their facilities during the coming season.

The Aeolian Yacht Club announced that Ray Allen has brought his new ship *Alert* from San Diego to his anchorage at Alameda. Jim Cowling, ex-commodore, and Dave Ward were members of the crew which brought the ship up the coast without much in the way of excitement other than the usual dusting going around Conception.

The Elkhorn sailors report that they are having pile-driver trouble, but that they expect to resume work and have their berths completed before the July 4th race from San Francisco to their Clubhouse. Most of the floats have already been rented and there is a waiting list for the new facilities. This indicates the tremendous need in this area for more such harbor facilities.

The San Francisco Yacht Club reports a new dining room in the clubhouse. This will be welcome news to the visitors and it is expected that it will be open all season to visiting voyagers.

The Pacific Inter Club held their regular monthly meeting on May 5 and discussed the need for more maintenance of the S. F. Bay harbors and channels, and inequity of taxation on boats among the various counties in the Bay area. President Harry Baruch asked that all members contact their congressmen and senators to see if more pressure could not be brought to bear for better maintenance of the area. Many of the small harbors are filling up to such an extent that the harbors and channels leading to them are unusable. Efforts

will be made to find out where the monies collected for boat taxation are used, and a report will be made to the Inter Club on this matter. The great difference in taxation among the counties indicates that some adjustment should be made, and all feel that the taxes are becoming punitive rather than for the care of the boats.

INLAND EMPIRE SEA

HOT competition has marked the first five races of the Spokane Sailing Club's 1952 season. Lake Coeur d'Alene is the locale.

As of mid-June, the Knockabout fleet stands in this order: Oscar Calkins, John F. Amsberry, Commodore Harold Thompson, John Kendall, Warden Hanel, Dr. C. A. Veasey, Jr., Don Blume, Harold Moss and Sylvan Dreifus.

Oscar Z. Brewer tops the "open" class, in which all but the Knockabouts are blanketed.

Thompson and Kendall are but a minor fraction apart on points for third and fourth place, and Hanel and Dr. Veasey also are separated only fractions for fifth and sixth, indicating the closeness of the competition.

Big catches of trout in Pend Oreille Lake this season have meant more cruisers and outboards out earlier than in years. Boating frenzy and fishing frenzy on that big Idaho lake are closely linked, and there has been plenty of both this year.

The big backwater above Grand Coulee Dam came up during May, making boating on that body of water pick up again. Many a craft was hunting enough water for chine-covering when the lake was at its lowest.

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POWER	
18' Chris-Craft Runabout, used in fresh water only	\$ 1,350
24' 1947 Sport Fisher, sleeps 2, 104 HP Gray	3,250
25' 1947 Richardson, 25 watt Ship to Shore, sleeps 4, xint	5,250
30' 1940 Hunter, new motor, sleeps 4. A buy at	5,500
30' 1949 Chris-Craft Esp. Cruiser, twin screw, clean	11,700
30' Owens Sport Fisher type	4,250
33' Chris-Craft Cruiser, 1948	12,000
33' 1949 Owens Sedan Cruiser. Sleeps 5 clean	8,250
35' 1947 Elco twin screw, sleeps 6, all the extras	17,250
47' 1947 Shain built twin screw, fully fd.	26,000
52' Ted Geary design, twin screw, lots of extras	14,000
63' 1938 Shain built, sleeps 12, completely reconditioned	Make Offer

At left: The Famous California 32. The finest ocean racing and cruising boat ever built, 46' overall and 32' waterline. New engine and lots of sails. Asking \$22,500.

DIESEL	
36' Cruiser, twin G.M. 225 H.P. Make Offer	
46' Elco twin screw, cost \$42,000, will sell at	\$ 37,500
63' AVR, twin G.M. 225 H.P. each. Beautiful condition	25,000
65' Long Range Cruiser, Xint family boat	18,500
90' Twin screw Long Range Cruiser. Xint buy	30,000
105' Built by Stephens 1943. One of the finest	100,000
110' Long Range T.S. 500 H.P. each. Asking	80,000

SAIL	
20' Aux. Sloop, sleeps 2, sails in good condition	\$ 995
26' Ludars 16, 5 to choose from, starting at	2,500
33' Rhodes, 2 suits of sails.	3,750
34' Aux. Ketch, built 1942. Sleeps 4. A buy at.	6,500
34' South Coast Ketch, 2 yrs. old. Good racing record.	21,000
37' Aux. Sloop, sleeps 4. Good sails. See this at.	10,900
54' Aux. Cutter, designed by Schock. Xint condition	22,000
58' 10 Meter, one of the best racing records. Xint	20,000

(Continued from Page 20)

THE MIGHTY MOUSE

hiring a man to watch the boat while we stayed ashore. We met the Stewarts there and saw the town with Dick, Marcia and their two daughters. Mazatlan is an old city of real charm. We women explored every stand in the block-square mercado and finally succeeded in interesting even the men in shopping. Chuck liked watching the flies buzzing around meat, while Porter was entranced with the skin of a "tigre." He went back many times to finally arrive at a meeting of minds over the price.

Then came the only bad time of the cruise. It was sad for us, but we had to say goodbye to the *Gracions Me*.

Chuck and I flew home.

It had been rather windy when we left them on a Saturday morning. The next day Dick was advised that the weather would be worse. The ocean was choppy, so they stayed until Tuesday. When they left, headed for the Tres Marias Islands, there was no wind but a big roll to the sea. By the time they reached Maria Madre, the island that houses the penal colony, the water was glassy and the sky yellow—the calm before the storm. A prisoner rowed out to the *Gracions Me*, now at anchor, to show them a telegram. Their Spanish was very poor, but they could make out the word "hurricane" without difficulty. Dick put down three weighted anchors and they rowed ashore to get some further light on the telegram. The Commandant of the

WING SANG

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POWER BOATS

24' 1948 Emancipator Spt. Cruiser, 145 Hp Gray, slip 2. Perfect...	\$5,500
32' Sedan Cruiser, Launched 1947, Chry. Crown. Ship shore, clean.	5,000
38' ROOMY well built cabin Cruiser, sleep 6-8, Chry. Crown, ask	8,500
32' Hunter, Auto Pilot, Ship shore, new upholstery, skiff, ball tank	6,000
24' Twin Screw 1950 Sport Fisher. Sleep two, head, galley, fast	3,950
19' Mercury Runabout, Chrysler Ace, built 1950, excellent condition	1,200

WE HAVE BOATS OF ALL CLASSES, SIZES, PRICES

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We cannot guarantee to sell your boat, but at least we would like to try. Why not list it with us?

SAIL BOATS

34' Lee-Engelman Ketch, bit. '47, commissioned '46, Gray 416, sleep 5-7, Watts sails	\$14,950
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prison got them an interpreter, whereupon they learned that a hurricane was due that night. Dick figured the part of wisdom was to stay ashore and put his trust in the extra ground tackle. If it failed to hold there would be nothing a person aboard the *Gracious Me* could do. The Commandant locked up their oars, invited them for dinner and turned over a mud-floored hut for their use. They all slept on one piece of canvas stretched between two boards, with a stripe-suited "trusty" as watchdog.

It blew really hard during the night, so Dick spent more time thinking about the *Gracious Me* than he did sleeping. But the storm did no great damage anywhere, and in the morning the gallant little cutter was all in one piece, right where they left her.

A fishing expedition was organized to thank the Commandant. He came aboard with an interpreter and another prisoner who had been a fisherman. Marcia said that every time a fish was caught the fisherman had a lusty time pounding it to death with a hammer. She got to wondering what crime he had committed and kept a wary eye on him.

The day was successful. They caught sailfish and dolphin and a curiously striped fish. The stripes went round the fish, as opposed to the vertical stripes on the prisoners' yachting outfits, so they knew it wasn't a reflection. They called them prisoner fish anyhow.

The trip to Banderas Bay was made in rain and a rough sea. There they met Warren and Shirley Blinn and Eula and Alvin Daniels, who had been waiting for them. The now big crew cruised in the beautiful coves of the bay. Dick had seen Vallarta before, with its forest-covered mountains in the background, the palms on the beach and the blue, blue water, and had always dreamed of coming back. For once, it was just as wonderful as he had remem-

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bered it. Their favorite place was one special picnic spot. It had a sandpit separating a river from the bay, enabling them to have salt water swimming with fresh water rinse. Then they had a lobster bake, topped off with fresh bananas and pineapple.

Far too soon it was time for all the women but Eula to fly back, while the remaining four started the long traverse home. Their only stops were Maria Madre and San Lucas. Everything was a letdown after the paradise of Banderas Bay.

The *Gracious Me* had certainly given a lot of fun to a lot of people. We would all like to go back for more right now.

SWIFTSURE LIGHT RACE

(Continued from Page 21)

which was in sharp contrast to the Westerly of the day before.

There were 19 boats entered this year. Class AA—Charles Frisbie's *Alotola*, from Seattle, Ray Cooke's *Circe* from Seattle, Franklin Eddy's *Dorade* from Seattle, W. B. Holms' *Dragoon* from Victoria, Howard Richmond's *L'Apache* from Seattle, John Graham's *Maruffa* from Seattle, George Parsons' *Red Jacket* from Seattle, John Hellsell's *Wesward Ho* from Seattle, and Rad Pratch's *White Cloud* from Tacoma. Class A—Hubie Wallace's *Buccanery* from Victoria, Dr. Phil Smith's *Gossip* from Seattle, Harbison Monroe's *Nantilus III* from Tacoma. Class BB—Herbert Day's *Ono* from Seattle, Doug Sherwood's *Rebel*

from Seattle, C. P. Paschall's *Revenge* from Seattle, Dr. Gov Teat's *Reverie* from Tacoma. Class B—W. R. Morrow's *Elusive* from Vancouver, Stanley Davies *Hymac* from Vancouver, F. J. Whitcroft's *Tom Boy II* from Vancouver.

Shortly after the start of the race the wind began to pick up and within two hours it was close to 20 knots and at 4:00 P.M. John Graham's big yawl *Maruffa* was out in the lead with Phil Smith's *Gossip* and Herb Day's *Ono* not far behind at Albert's Head. Also about this time the rain began to fall and continued until about sunset, giving the fleet a good and thorough drenching. As night fell the wind did also and remained light and fluky during the early morning hours with the *Maruffa* first boat around the lightship though not too far ahead of the *Dorade*. Then at 12 noon on Saturday the report came in that the entire fleet was in the vicinity of Neah Bay with the big stickers still out in front of the pack by several miles. Gradually the wind freshened and the entire fleet began to move in toward Race Rocks and the home stretch. The finish just off the breakwater at the entrance of the inner harbor to Victoria was a beautiful sight to see as it was a spinnaker run with the setting sun behind the lead boats and the Olympic Mountains shining bright in the sun on the far side of the Straits.

It had been quite evident from the reports that had come in that it would be almost impossible for the larger boats to save enough time from Neah Bay to the finish line to win out over some of the Class A and Class BB boats due to the jamming up of the fleet at that point and

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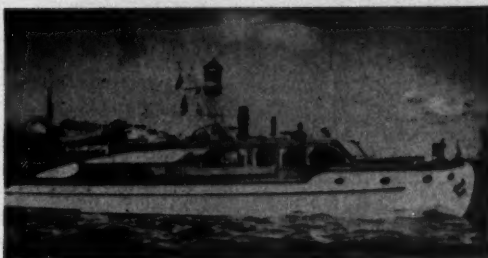
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with such a short distance to go; and that proved itself correct as the larger boats were first on corrected time.

First boat on corrected time was Dr. Herb Day's *Ono*, the K-38 which gave all the boys a bad time last year; second was Dr. Phil Smith's *Gossip* a PCC with lots of green water background having sailed in last years Honolulu Race, and third was Franklin Eddy's *Dorade*.

CALL OF UNFAMILIAR WATERS

(Continued from Page 25)

200 miles. We were careful to pick some attractive spot to stay at the end of the day's run. Groceries, fuel, and other supplies as well as repairs are available at all these

places.

"We plotted our course from the regular government charts and advance Coast Guard information. After cruising the 1000 Islands, then down the St. Lawrence to Quebec, we came back to Sorel and then down the canal to Lake Champlain, and into the Hudson, and down the Hudson to New York.

"Here we stayed for several days at the magnificent Bridge Marina Yacht Club, Port Washington, L. I.

"As we left Port Washington we were told that there was a hurricane heading south, but we figured we could beat it in to port, which was to be Cape May. So in a care-free mood we shoved off, but we didn't stay cheerful

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the Amcco Log

Our minesweeper crews are hard at it, making good progress on all phases of the Navy contracts.

In the meantime, our repair ways have been kept busy. The *Katie Ford*, Heinie Dole's famous craft, featured in PMB at the time it was built, has been hauled out for painting and cleaning. Bob Wertheimer's *Bob Cot*, well-known Longview cruiser, was hauled out.

The big job has been the Columbia River ferry *Tourist III*, originally built at Astoria Marine. The bow is being altered to make crossing of gillnets easier during fishing season.

***Mark Your Calendar Now:** The revived famous Astoria Regatta—August 28 to 30. The gigantic, famous Astoria Salmon Derby—August 30 to September 6th. Making the biggest 10 days in Columbia River water fun and festival history.

Look for next month's Amcco Log



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very long!

"Off Atlantic City the storm caught up with us. We attempted to make the nearest port, but over our radio-telephone the Coast Guard advised us not to try this but to keep headed for Cape May, since we were not acquainted with the harbor at Atlantic City.

"By this time we were fighting a 40 to 50 mile headwind. As the afternoon wore on we fully expected to lose our boat and our lives, for the full force of the hurricane was on us about 2 p.m. The waves appeared to be 50 feet high, and many times the gallant *Carol Marg* was completely submerged.

"We kept in touch with the Coast Guard via our radio, and eventually they guided us into port at Cape May. It took us nine hours to make the 45 miles from Port Washington to Cape May, but those engines never missed a beat.

"Just before we got to Cape May the wind reached a velocity of 90 mph. The blow lasted for three days and the *Carol Marg* had to be lashed to the dock. As we touched land at Cape May we saw the tops of trees being broken off like match sticks.

"During the same blow a large freighter broke up and was lost with all hands. And coming down the coast the same afternoon we did a \$250,000 yacht lost the lead ballast off her keel.

"Naturally we were pleased and proud of the *Carol Marg* when, after a thorough inspection insurance men found that she had sustained no major damage at all during this rough trip—no stress nor strain was evident at all—just the minor damage that could be attributed to such a rough passage.

"The Coast Guard people told us that we never would have made it had not the *Carol Marg* had the type of bottom she has.

"After resting from the rigors of the storm we set off for Daytona Beach, Florida, via the inside passage. From there we sailed to Fort Lauderdale, and here we found the most beautiful yacht club in the South—the Bahia Mar Yacht Club. It is a four and a half million dollar project, and berthing facilities are provided for over 1,000 boats. Facilities for the yachtsmen are complete—even to a baby sitter, if you want one while you're ashore.

"From here we cruised leisurely to Miami, then back to Lake Okeechobee, across to Fort Myers. From there we went to Sarasota, St. Petersburg, and finally at Mobile, we had the *Carol Marg* stowed on a freighter and shipped to Oakland."

This magazine asked Scott if he contemplated more cruises soon. "You bet we do!" was the enthusiastic answer. "This summer we're planning on cruising to Acapulco, Mexico, for a little sport fishing. But in 1953 we're really going to take a cruise—to Puget Sound and Alaska. And I want to put it in the record right here and now that Mrs. Scott's just as enthusiastic about boating and cruising as I am!"

CORONADO OPENING AND CRAIG RACE

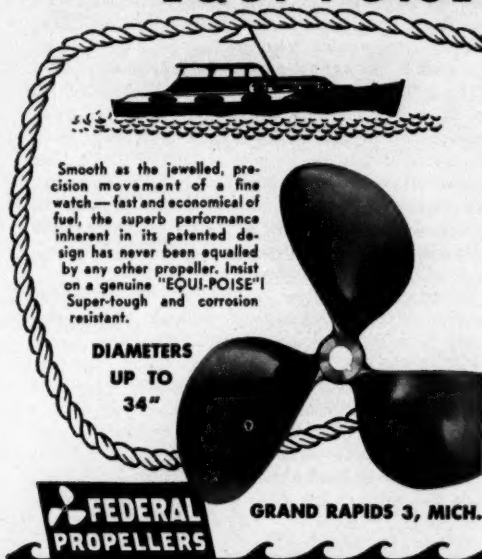
(Continued from Page 27)

Gordon Bennett Trophy became the James Craig Trophy.

The first contest for the James Craig Trophy was held in 1922 from New York to Atlantic City and return.

It was raced for each year until Wayne McBarker of Philadelphia won the race in 1925 with the *Jeanne II*. The race was run from Philadelphia to Manhasset Bay,

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WE enjoy bringing you these little assortments of items every month. Things are moving right along with the various minesweeper contracts.

The laminating shop is one of the busiest places in the whole plant. We have now instituted lamination in place of bent oak frames in the smaller or AM-60 class—first yard to do this. We are making good progress with several of these hulls; and are well along with our first 421-class hull.

We announced our new ways in a previous issue, bringing ways to a total of seven. The shed-covering for No. 7 is finished . . . and just for variety we hoisted into the water one of the Dragon-class sailboats during the recent Olympic trials here.



Look for next month's "Bell-Ship Reports"

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Long Island. With Barker the winner, the trophy went to the Philadelphia Yacht Club where it was last seen. While on display at the Club, the trophy was stolen and never recovered. The NAEBM purchased a second cup, wrought in gold and it continued to be known as the James Craig Trophy.

The last winner on the East Coast was G. deFreest Lerner of the Riverside (Conn.) Y.C. with the *Sea Dream III* in a run around Long Island, from Execution Light to Sheephead Bay. After this event the James Craig Trophy lay dormant until 1941, at which time it was placed in competition in the Newport-Coronado race. The James Craig was transferred to the west coast largely through the efforts of C. King Brugman of Los Angeles who, in 1941, was senior vice-president of the American Power Boat Association. Coronado Yacht Club had been staging

a predicted log race each year consistent with Opening Day activities and it was open to C. King Brugman's suggestion that the trophy be put up for this race.

James Craig died at his home in Cowesett, R. I. December 1931 at the age of 86. In October 1936, Craig received national attention when he took his boat, the *Alita Craig* from her berth and sank her in Long Island Sound with flags flying. Craig stated he would rather have the cruiser sunk in an appropriate ceremony than fall into disrepair at a dock if her ownership ever changed hands.

The 1952 first leg of the James Craig predicted log race from Newport drew eleven boats. Larry McDowell thrice the winner was not able to enter. Tom Benevides in *Charlotte Ann* won this leg with an error of 2.485. Next in order of finish: *Reveler IV*, Frank Ruppert; *Doncarel*, Don Atkinson; *Harmony*, Art Williams; *Cuyama*, Ed Simonis; *Lucky Lady IV*, W. A. Ferris; *Bob-A-Dee*, Frank C. Moyer; *Lazy B*, Robert Lewis; *Vide III*, Dean Campbell; *Lucille III*, Ed Reisen; *Adara*, P. W. Warren.

Ed Simonis, Commodore of Long Beach YC had notified Commodore Carl J. Ackerman of Coronado YC that they would be at Ballast Point just inside San Diego Bay at 2 P.M., Friday May 30, and Ackerman aboard Fleet Captain Milton Holloway's Flagship, *Avante* led a group of 10 power craft out to meet the racers. They were led in a parade across San Diego Bay to Glorietta Bay and Coronado YC where slips were ready for them.

Early risers on Sunday morning found all James Craig racers had departed for the last leg home. Summary of the complete race follows:

SOUTHERN CALIFORNIA CRUISER ASSOCIATION JAMES CRAIG TROPHY RACE MAY 30—JUNE 1, 1952

Owner	Boat	NEWPORT CORONADO		NEWPORT CORONADO		JAMES CRAIG	
		POS.	%	POS.	%	POS.	%
Tom Benvalder—Charlotte Ann		1	2.48	1	.47	1	1.49
Frank C. Ruppert—Reveler IV		2	3.31	5	3.42	4	3.366
Don Atkinson—Doncarel		3	3.64	7	4.28	6	3.92
Art Williams—Harmony		4	3.92	2	.62	2	2.29
Ed Simonis—Cuyama		5	4.05	4	2.79	3	3.359
W. A. Ferris—Lucky Lady		6	5.58	10	7.29	8	6.42
Frank Moyer—Bob-A-Dee		7	5.76	3	1.97	5	3.90
Robert Lewis—Lazy B		8	7.19	9	6.57	9	6.86
Dean Campbell—Vide III		9	7.46	6	4.02	7	5.76
Dr. Reisen—Lucille III		10	9.54	8	6.34	10	7.95
Phil Warren—Adara		11	DNF	11	DNF	11	DNF

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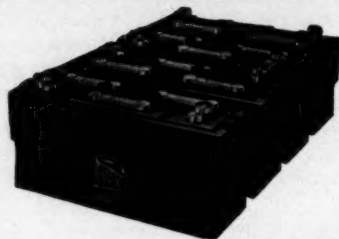
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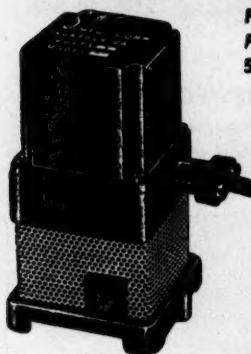
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The George Doolittle Cup for L.D.R.R.

After many rumored entries, five well known racing skippers crossed the starting line off Newport Harbor at 12 noon Friday, May 30 to race to Coronado's Opening, the winner to have his name engraved on the George Doolittle Cup. This was the 17th year racing skippers had participated in Coronado's Opening Day with the exception of only one war year. Skippers had wind until the evening hours and were getting down the Coast in a hurry. At the dinner that evening a report came that the *Jada*, belonging to Mrs. Isabelle Belyea was in the lead with a good margin and was off Oceanside. However, the wind died while she was off Point Loma and it took her four hours to get around the Point and to the finish line at Ballast Point. Louis Cavanaugh, Harbor Master of San Diego stood outside Gloretta Bay the entire night on Friday and escorted each racing craft into the Bay and it was a good thing for the *Escapade* we hear or she might have ended up aground.

The score of the L.D.R.R. stands as follows:

Andale, Walter Franz, NHYC, the winner.
Escapade, Walter Elliott, NHYC.
Jada, Mrs. Isabelle Belyea, Coronado YC.
Stagbound, Ira P. Fulmor, NHYC.
Sea Waif—Did not finish.

THE GEORGE ALFRED BROMLEY III Trophy donated by Mrs. L. S. Rowberry for the Arbitrary Handicap Class.

The competition for this beautiful sterling silver Trophy mounted on an onyx base was keen indeed. Many Coronado skippers hoisted sail and headed north to enter this race hoping to get their name inscribed thereon for the first time. Mrs. Rowberry spent an anxious day and night waiting news of the winning craft for this trophy she had presented to Coronado YC in memory of her father.

The winner was the *Conejo*, Ken Davis' Island Clipper, and Coronado members were happy over this news for Ken's "Rabbit" always shows up for an Opening at Coronado and the year he was in South America and couldn't make it he sent a wire back with his regrets.

Complete list as follows:

Conejo, Ken Davis, NHYC.
Six-Bits, Ted Harmon, Coronado YC.
Angela, Louis Bodner, San Diego YC.
Thorobred, Lyle Alcumbrack, CorYC.
Truant, Ron Davidson, Voyagers YC.
Ecstasy, Gene Bolln, CorYC.
Moon Beam, Orin Thorkildsen.
Annette, Chas. Soderbery.
Jolly Roger, Earle B. Childs.
Holiday, Ed Turner.
Amiga Mia, Admiral Selden Hooper USN, ret.

REGATTAS AT NEWPORT HARBOR

(Continued from Page 29)

up to Seattle to bring Roy McCullough's new acquisition the California 32 *Amorita* back to her home waters. Walt

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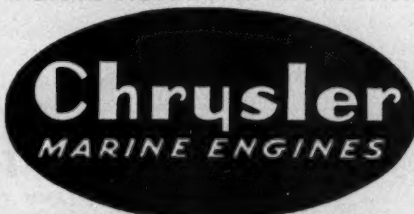
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will have to sharpen up the compass work a little for he and many other skippers are still trying to figure out "what happened" on the Newport Ship Rock Race and return. This NYHC event was won handily by the beautiful 58-foot yawl *Odyssey* sailed by Dick Steele after a beat of 34 miles to the rock and a broad reach home. Walt's *Escapade*, Chuck Ullman's *Legend* (which had done very well on the beat up), Bill Zinsmeyer's *Bagatelle*, and Doctor Halls *Suomi* all went sailing blithely past the Newport Pier finish line in the 2 A.M. fog and sea that had earlier in the evening claimed the lives of two fishermen out in small boats. This repeat of the Ensenada finish and the heartbreaking beat back up to the line have all the sailors making rechecks of their compasses and another look at the tidal sets along the coast.

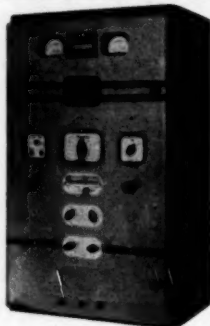
Balboa Yacht Club conducted another successful MEMORIAL DAY REGATTA with the feature class being the International 14's. Chuck Kober showed that his recent "big boat" sailing had done him no harm as he took two 1sts, two 2nds and a third to edge out World's Champion Bill Lapworth, as well as Peter Serrell, Russ Lamb, Paul Ferrier and visiting Peter Gales of Rochester, New York in the 11 boat fleet! Another sensation was young Tom Frost, (this column previously mentioned Tom as winning every race in the Snowbirds last summer, etc.) who continued his unbelievable tiller work by WINNING EVERY RACE in the hot Snipe Fleet competition in his second Snipe racing outing! Other winners were:

Number

8	RHODES— <i>Argosy</i>	Tom Sheppard
11	PC'S <i>Paloma</i>	Mike Burk
6	STARS— <i>Rogue</i>	Dick Hahn
8	LUDERS— <i>Josephine</i>	Robert Collins
9	MECURIUS— <i>Froach Eilan</i>	W. MacDonald
4	VIKINGS— <i>Andy Gram</i>	Marie
9	LIGHTNINGS— <i>Fetcbii</i>	John Potts
5	P 14's— <i>Pork Chop</i>	Roland Weisberg
6	PENGUIN— <i>Meeine</i>	Bob Woodward
3	DINKITTENS— <i>Sweet Stuff</i>	Dick Sweet
3	LEHMANS— <i>Bolero</i>	Bart Henderson

The ever popular Frank (Bing) Simpson has been recalled from his work at Law School to active duty in the Navy. Bing graduated from the Naval Academy and sailed on the varsity sailing team. Speaking of the Navy, hats off to Dr. Thorpe and his crew on the K38 *Nepenthe* for seamanship of the first order in finding and taking aboard an injured seaman who had fallen 70 feet from an aircraft carrier at sea. Strat Enright has sold his L-16 to Frank Tooley and purchased Jim Higson's Rhodes 33 so as to take on some of the bigger boys! The L-16's plan an entry at the Championships to be held at Lake St. Clair, Detroit in August.

More orchids to Hay Langenheim, Harvey Somers and a host of Newport yachtsmen who promoted and conducted the second annual rowing races at Newport on May 27. These crew races have now become traditional and the sight of the eight-oared monsters no longer provokes hysteria among the local residents. In this year's series of five races the powerful and smooth California contingent swept the harbor with a decisive victory over a game Stanford crew. Stanford's gang are the same bunch who practice every morning at 5 A.M. and are coached by former Newport



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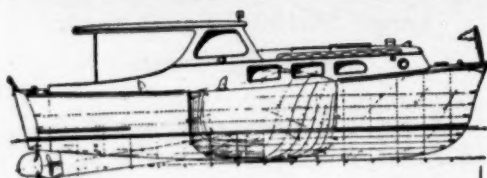
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SAN FRANCISCO BAY

(Continued from Page 32)

The windjammers also can brag about record entries for their races this year. The 19th annual William Randolph Hearst all-clubs regatta produced an armada of 190 white wings to delight the spectators on the shore—approximately 100,000 people. The weather was very good for the watchers but confusing and frustrating for the skippers. The winds were light and contrary near the start and around Crissy Field buoy but developed into heavy going out in the channel near Alcatraz. This was added to the fact that the water was ebbing out in the channel and was flooding in near the shore. It resulted in some very fancy maneuvers on the part of most of the ships. One skipper claimed he won his race by anchoring near Crissy Field buoy while the rest of his division floated astern back toward the starting line. When the wind again sprang up, he rounded the buoy, and was on his way to win in his division.

The results of the races were as strange and interesting as the conditions under which the races were sailed. M. C. Green of the Corinthian Yacht Club brought the old veteran *Hvide* into a winning place in Division 7. Lloyd Rees, Richmond Yacht Club, brought another oldy in as winner in Division 8A. George Young, sailing under the colors of the Golden Gate Yacht Club, sailed the big red *Xanadu* in ahead of his Division 11. The competitive Bears put on one of their usual great classics. Paul Brazelton in his *Oski* had his hands full to win by 2 seconds over Frank Bilek's *Java Bear*. Dean Morrison, Corinthian Yacht Club, sailed his *St. Francis III* to a close win over Denny Jordan's *Ab Wabinee*. The margin was 12 seconds. Jordan spent the night before the race pulling out his mast and repairing spreaders, which is not recommended procedure for winning races, but it does show a lot of the old will to win. Eleven-year-old Steve Matson handled the tiller most of the time for Ronnie Buist aboard the *Helron* and ended up by winning the Junior Clipper class. John F. Floghlin of the Corinthian Club won Division 14 with his *Argo* and Sid Foster, the Aeolian veteran, brought his *Dolphin* in ahead of the fleet in Division 17. A bouquet should be given to General Chairman Cliff Smith, the announcer, Arvid Norman, to James DeWitt and the other members of his very efficient committee which so capably handled this large and important event with prac-



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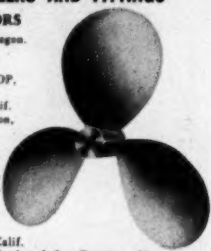
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tically no difficulties to mar its success.

Sunday, May 24, a fleet of 160 white wings poured out of the various yacht harbors of the Bay to compete in the 9th annual Golden Gate Yacht Club regatta. The wind blew rails under for most of the day's competition but the records show there was only one person who managed to fall overboard.

Dick Hanan, the well-known St. Francis Yacht Club sailor, skippered *Dorothy* ("Denny Barr's *Mickey*"), a PCC from San Diego Yacht Club, to win in Division 8A.

Commodore Max Williams of the host club won his race and another victor from the same club was Rene Allemande with his *Taba II* in Division 17. Staff Commodore Manuel Fagundes barely missed taking Division 9 with his *Cyretta*. Peter Hurst won this division with his *Mystic*.

The Oakland Centennial and Small Boat Racing Association's regatta, held under the auspices of the Lake Merritt Sailing Club, had the largest turnout in the history of both the SBRA and Lake Merritt Sail Boat racing. A hundred and one boats from all parts of Northern California participated in the two-day regatta. After the races were over the manager of Oakland's Recreation Department, who was introduced over the public address system, stated that the spectacle was far beyond his expectations. Mayor Cliff Rishell of Oakland presented trophies to the winners as follows:

Snipe Class—*Savage*, Gene Patrich, LMSC, 48½ points, Lake Merritt Sailing Club.

El Toro Class—*Fop*, Marilyn Rogers, LMSC, 52¼ points.

Shamrock Class—*Banshee*, Ralph Call, RYC, 12¼ points, Richmond Yacht Club.

International 14s—*Bear Alee*, Jack McNichle, UCBC, 7¼ points, University of California Boat Club.

National One Design Class—*Spindrift*, Jarvis Gates, PAYC, 6½ points, Palo Alto Yacht Club.

Zephyr One Design Class—*Pinwheel*, Berry Brooks, LMSC, 29¼ points; *Notforsale*, Ed Thrall, Mar YC, 25 points, Marina Yacht Club.

International 110 Class—*Fun*, Gordon Rule, RYC, 21¼ points.

Melody Class—*Cantando*, Al Bechtle, LMSC, 16¼ points.

One of the highlights of the regatta was when fifteen-year-old Billie Green, who has been racing an El Toro for less than two years, was able to tie for second place with Peter Newell, an oldtimer at racing and at least twice the age of Billie. Another outstanding performance was that of Ralph Call of the Richmond Yacht Club, who was the only skipper out of the hundred and one competing to win a first place on both days.

GREAT EVENTS AT SEATTLE

(Continued from Page 33)

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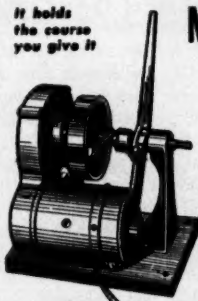
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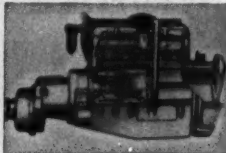
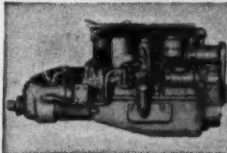
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cruiser races, held throughout the year along the Pacific Coast and grand-daddied by the Pacific International Cruiser Association's International Cruiser Race. All kinds of inquiries and committee appointments have gravitated to Northwest men as national boating groups plan bigger and better events for other sections.

They'll have something to look over when the 1952 cruiser race is run from Port Madison to Nanaimo, B. C. There are 175 to 200 entries expected. Rendezvous is July 11 at Port Madison, the race is run on the 12th and final winners are announced on Sunday, the 13th, at Nanaimo. Official entry must be made with Ray Hart, Jr., Bremerton, Wash., and the closing deadline is Wednesday, July 2.

Frank Morris, under the Everett YC burgee, won the overall trophy last year in *Snuffy*. If he repeats this year it will be in a much slower boat for he now cruises the easy way in the *African King*. Class A winner in 1951 was Larry Norton in *Miss Fleetline*; Class I, Dr. Les Marshall, Burrard YC, in *Jaro*; Class II, *Pursuit*, J. G. Holmstrom, Queen City; and Class III, Ersel Davis, Queen City in *Chilton*.

With a busy calendar like this one the summer is half gone and here comes the Gold Cup and Seafair week at Seattle. The Gold Cup race is August 9 on Lake Washington. Without any question it will be the biggest, fastest, competing Gold Cup race in modern times.

Between the heats of the Gold Cup on Saturday, August 9, the limited hydros will race. On the day before, Friday, August 8, the outboard regatta will be held on Lake Washington on a course south of the Gold Cup course and will include Class A and B stock runabouts, Class B and D stock hydros, Class A racing hydroplanes, Class C service runabouts, Class C service hydros and unlimited class boats. On Sunday, August 10 the 100-mile Marathon will be held on Lake Washington for outboards.

Beginning August 11, the limiteds and unlimiteds (Gold Cuppers) will shoot the works on the 1-mile time trial course on the East side of Mercer Island and try to beat *Slo-mo-shun IV's* world record of 160-miles, plus, per hour. And it is expected that Stan Sayres will shoot the works with both *Slo-mos* to raise this record, a feat that is quite possible and likely.

Sail and power boaters will be much interested in the spectator area at the Gold Cup races. There will be a spectator log-boom for tying up as before. This rims the east and south sides of the course. As many spectators can be on the individual boats as can be accommodated. The cost of a mooring is per boat and runs \$45 for the large boats at the north end \$30 for those in the gold-flag section, \$20 in the blue-flag section and \$10 on the new boom that will go in on the South turn. All boats must go through the bridge prior to 11:30 a.m. and purchase of flags for the sections can be made through Russell Gibson, c/o Seattle Yacht Club, 1807 Hamlin, Seattle.

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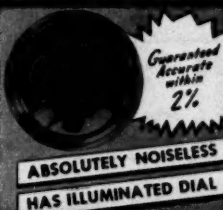


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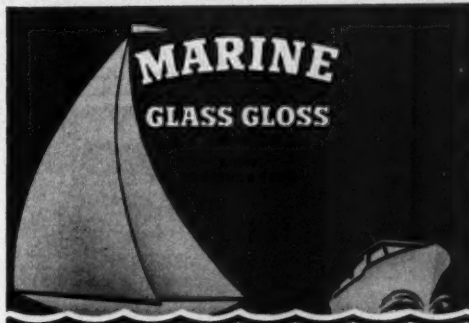
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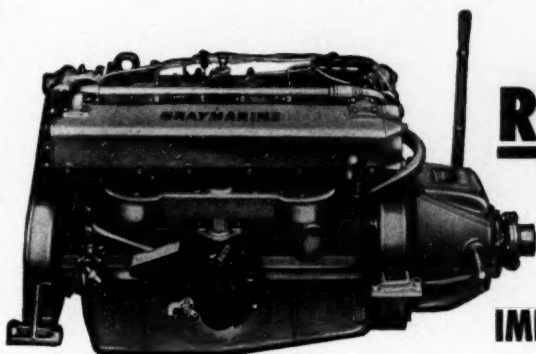
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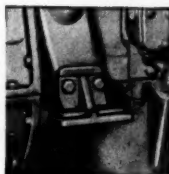
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22 1/2-inch size extends further from engine, angle type, with front end lugs higher on engine.



Smaller engines can use special mounting lug to fit narrow engine bed. This one has 16-inch centers.



Gray's safety suspension rubber mountings are interchangeable with standard mountings without disturbing position of engine.

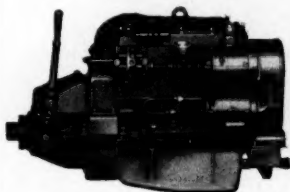


On heavier engines Gray uses welded steel mounting rails, equipped with alignment jacks at each end.

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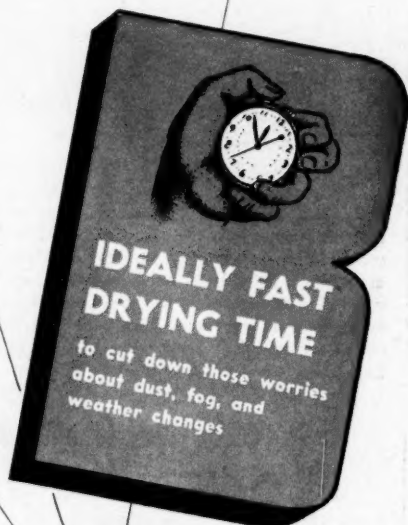


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